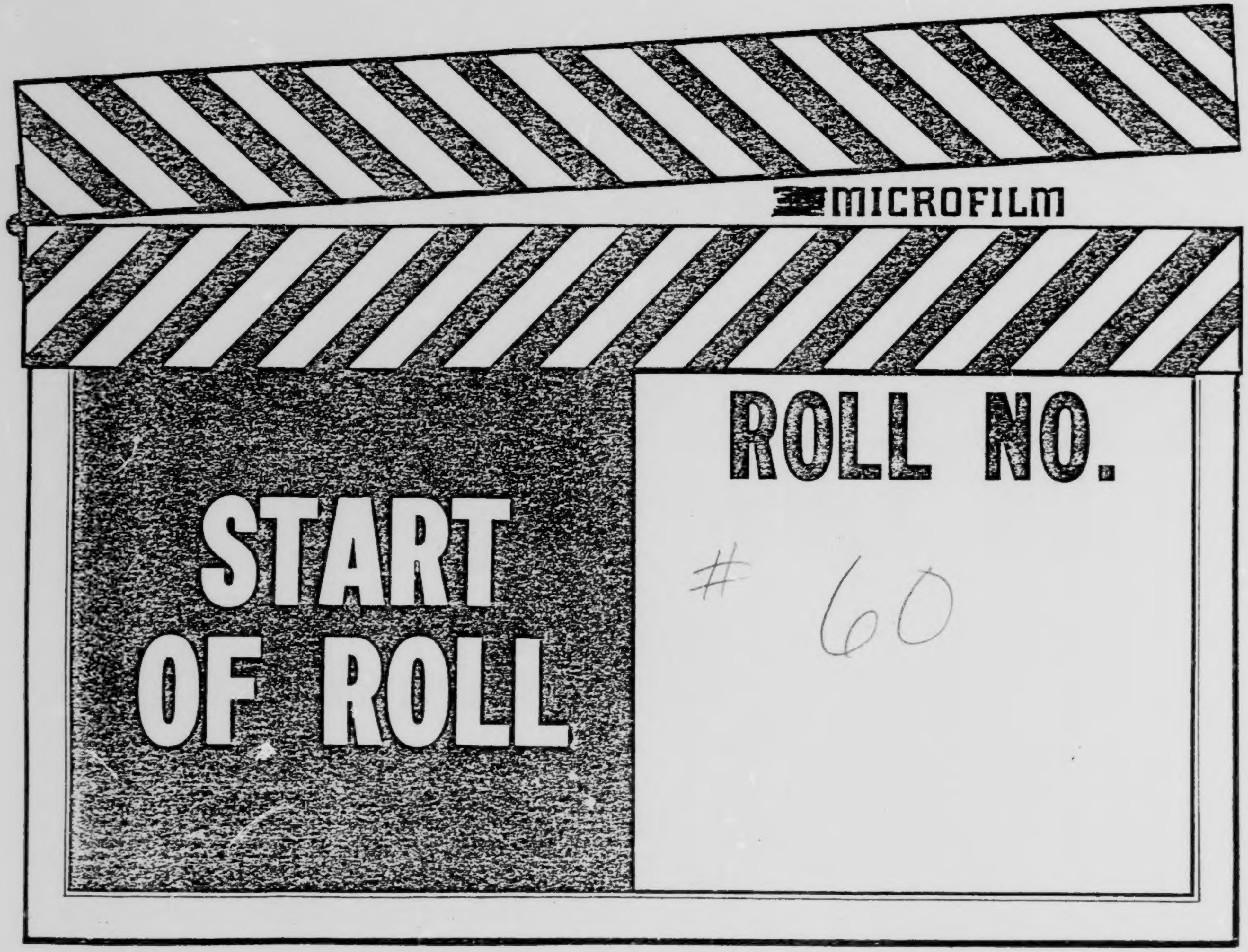

MICROFILM
START OF ROLL
ROLL NO.
# 60

6-3408 Maintenance Building at Bridge 1951
Coos Bay-Roseburg Highway.

#3567

RECEIVED
FEB 7 1952
FOR FILING

6 - 3408

(CONTRACT NO.) 3567

OREGON STATE HIGHWAY DEPARTMENT

(date)
Jan. 17, 1952

(EST. NO.)		(CONTRACTOR)	
3567	2-final	Gilbert Roberts	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
378	R-32235	$ 2,435.08	Jan. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: None

Completion Date: Dec. 15, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: FEB 6 1952
A. A. Wicklander

NOTED ON CARD
2-5-52

RECEIVED
JAN 9 1952
FOR FILING

6-3408

3567

January 7, 1952

United States Fidelity & Guaranty Co.
W. Talbot Sinclair, Manager
1112 Cascade Building
Portland 4, Oregon

Dear Sir:

State highway contract No. 3567 for construction of maintenance building at Bridge in Coos County was completed by the contractor, Gilbert Roberts, on December 15, 1951 but has not as yet been accepted by the Commission.

Final payment in the amount of $2,435.08 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,768.40, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Karl H. Doerre
1112 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
1-7-52, gk

RECEIVED
SEP 18 1951
FOR FILING

6-3408

3567

September 17, 1951

Mr. Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3567, which was awarded to you on August 20, 1951 by the State Highway Commission covering the construction of Maintenance Building at Bridge in Coos County, Oregon. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Recorded [illegible]

RECEIVED
AUG 23 1951
FOR FILING

6-3408

3567

August 23, 1951

Gilbert Roberts
Route 2, Box 120
Hood River, Oregon

Dear Sir:

The State Highway Commission on August 20, 1951 awarded you Contract No. 3567 for the Maintenance Building at Bridge on the Coos Bay-Roseburg Highway in Coos County. This award was based on your low bid of $13,781 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Encls.

RECEIVED
MAY 31 1951
FOR FILING

6-3408

3567

Bridge

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1951

SUBJECT: Maintenance Station at Bridge
Option

To:

Mr. I. A. DeFrance
Assistant Maintenance Engineer
Office

COPY

Dear Sir:

We have checked over the estimate on this project and believe that your $14,000 is a little bit low. The average of the low bids on projects for the last few months would indicate a possibility of getting within this $14,000; however, we believe the better policy in submitting estimates to the Commission would be to take the average of all bids received as a basis. This average would put the contract price of the building at $13,500, which, with 12½ percent engineering, would amount to approximately $15,200 for the contract portion of the project. With $3,000 State Force work the total estimate would be $18,200.

Very truly yours,

G. S. Paxson (signed)

G. S. Paxson
Bridge Engineer

GSP:gm

copied 5/22/51 for W. W. Stiffler

bj

NOTED
W. W. STIFFLER

file

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1951

SUBJECT: Bridge Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

On March 21, 1951, we transmitted to you and you retransmitted to the Right of Way Department information concerning the purchase of a maintenance station site adjacent to the Coos Bay-Roseburg Highway immediately west of Bridge, Oregon. This site was sent to the Right of Way Buyer as an alternate to buy either 2.37 acres or an alternate involving 6.40 acres from J. F. and L. L. Warren.

The right of way buyers, however, were unable to negotiate an acceptable purchase with these owners and, in consultation with Mr. Edwards at Roseburg, arranged for the purchase of an alternate site lying 60 feet east of that originally proposed. The alternate site shown on the attached sketch map has 250-foot highway frontage and extends 400 odd feet from the highway to a back width of 190 feet including a total of 1.85 acres.

The site lies on the same side of the highway as the original site; having similar characteristics as to elevation, slope and drainage; being slightly higher than the highway grade; cleared and suitable for our use. There is a small house and shed upon the property which the owner wishes to remove for his own use. The consideration in the transaction will be $1,000, which amounts to 1.85 acres @ $400.00 - $740.00 plus an allowance of $260.00 for moving the buildings. This site will place our buildings actually some 300 feet closer to the residential district of Bridge and we concur in Mr. Edwards recommendation that the property be purchased at the above price. This transaction will be included in the list of purchases submitted to the Highway Commission at this meeting by the Right of Way Department.

Should the above meet the approval of the Highway Commission, we should immediately apply for Highway Commission authority to advertise and receive bids for the construction of a standard, fireproof, block building 28'x78', with metal roof and uplift doors at the next meeting of the

Highway Commission so that the contractor will be able to complete the building in ample time for occupancy this fall.

We are writing to you at this time so that you can make this an agenda item. Within the next few days, we will send you a lay-out sheet showing the proposed location of the building and an estimate of cost for the contract construction of the building and such other work as is necessary to be performed by state force to make this a complete maintenance station.

Herewith

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj
Encl.

RECEIVED
MAR [illegible] 1951
FOR FILING

Maint
Buildings & Sites

Salem, Oregon
March 22, 1951

Bridge

Mr. H. G. Smith

Attached hereto are the following data:

Original Authorization for Negotiation, Statement of Information, alternate property descriptions, and sketch map to cover property which we desire to acquire for a maintenance headquarters site at Bridge, Oregon.

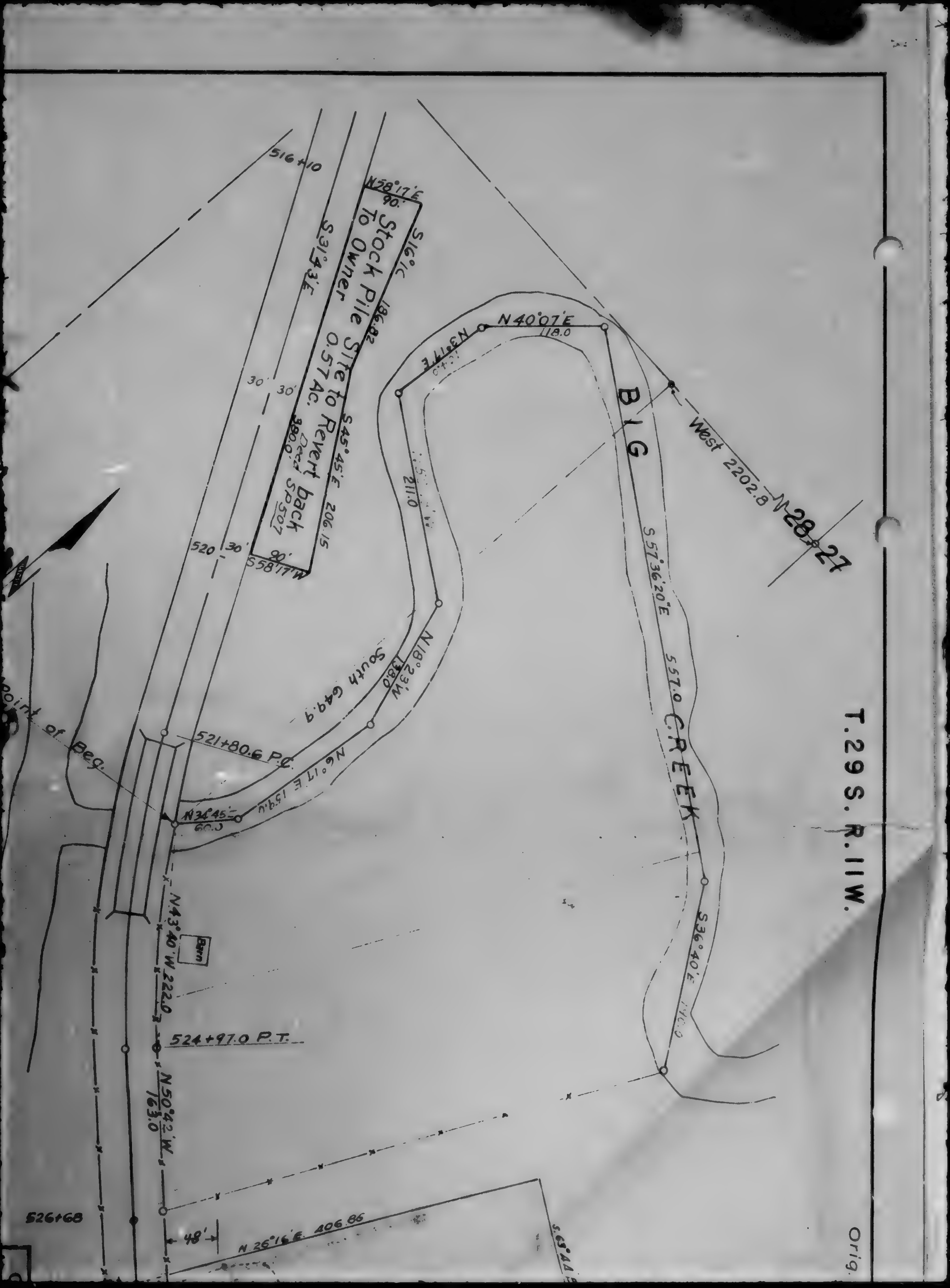
Also attached is a copy of Mr. De France's report under date of March 21, giving details of the proposed acquisition.

W. W. Stiffler

WWS:er

Encl.

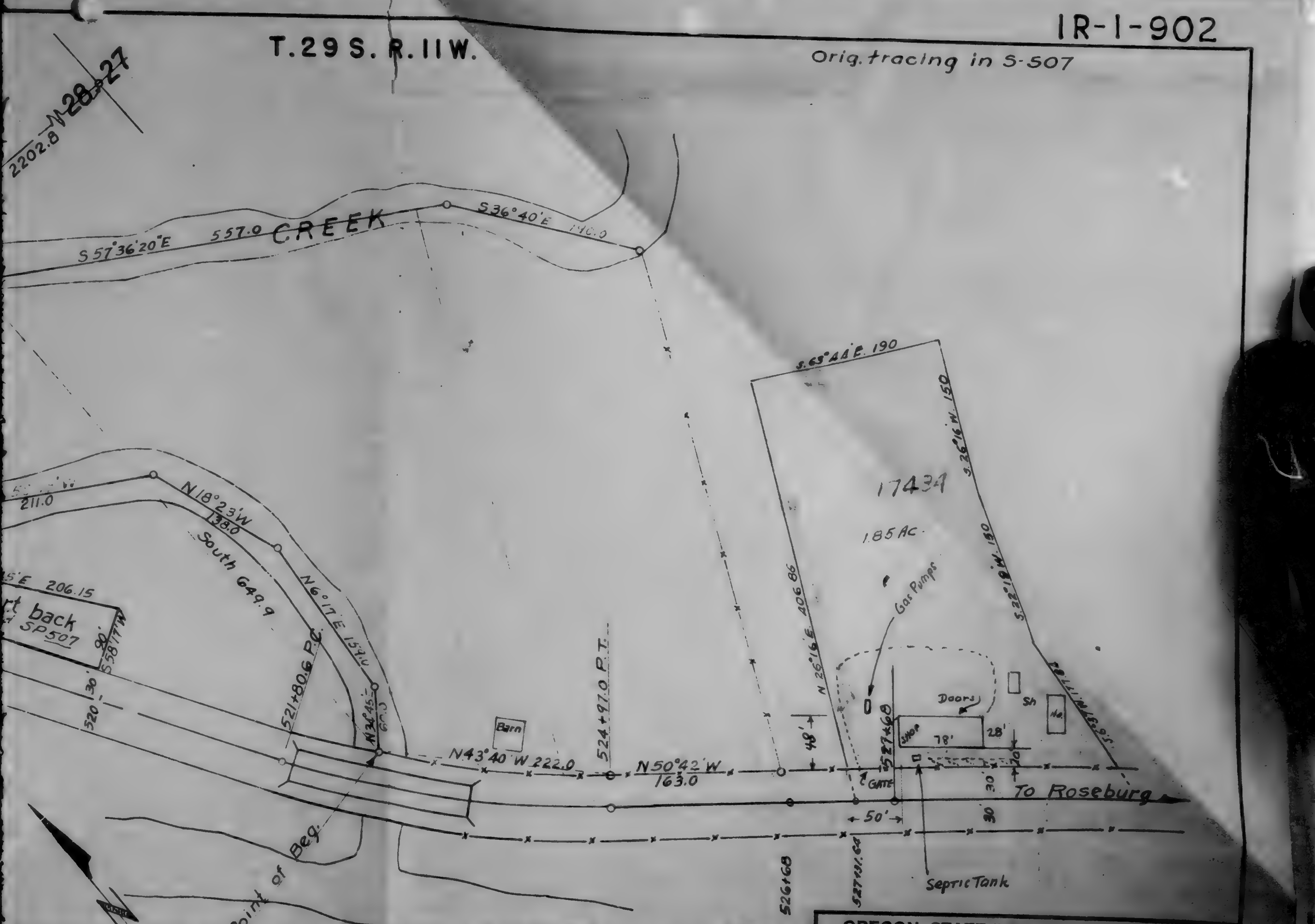
cc Mr. Forrest Cooper
   Mr. I. A. De France


516+10
N58°17'E
90'
S16°17'E
186.82
Stock Pile Site to Owner
0.57 Ac.
to Revert back
S45°45'E 206.15
Deed 380
SP 507
S31°43'E
30'
30'
520
30'
90'
S58°17'W
N40°07'E
118.0
N31°11'E
104.0
BIG
CREEK
West 2202.8
28
27
S57°36'20"E
557.0
211.0
N18°23'W
138.0
South 649.9
Point of Beg.
521+80.6 P.C.
N34°45'
60.0
N6°11'E 159.0
N43°40'W 222.0
Barn
524+97.0 P.T.
N50°42'W
163.0
S36°40'E
170.0
526+68
48'
N26°16'E 406.86
S.63°44'
T.29 S. R.11 W.
Orig.

IR-1-902

T.29 S. R.11 W.

Orig. tracing in S-507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CREEK
S36°40'E 190.0
S.63°44'E. 190
S.26°16'W. 150
S.22°18'W. 150
S.6°37'W. 177.82
17434
1.85 AC
Gas Pumps
Doors
Sh
Ho
Shop
78'
28'
20
30
30
To Roseburg
50'
Septic Tank
527+31.64
526+68
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Gate
48'
N 26°16'E. 406.86
N50°42'W 163.0
524+97.0 P.T.
N43°40'W 222.0
Barn
N34°45' 60.0
N6°17'E 159.0
521+80.6 P.C.
South 649.9
N18°23'W 138.0
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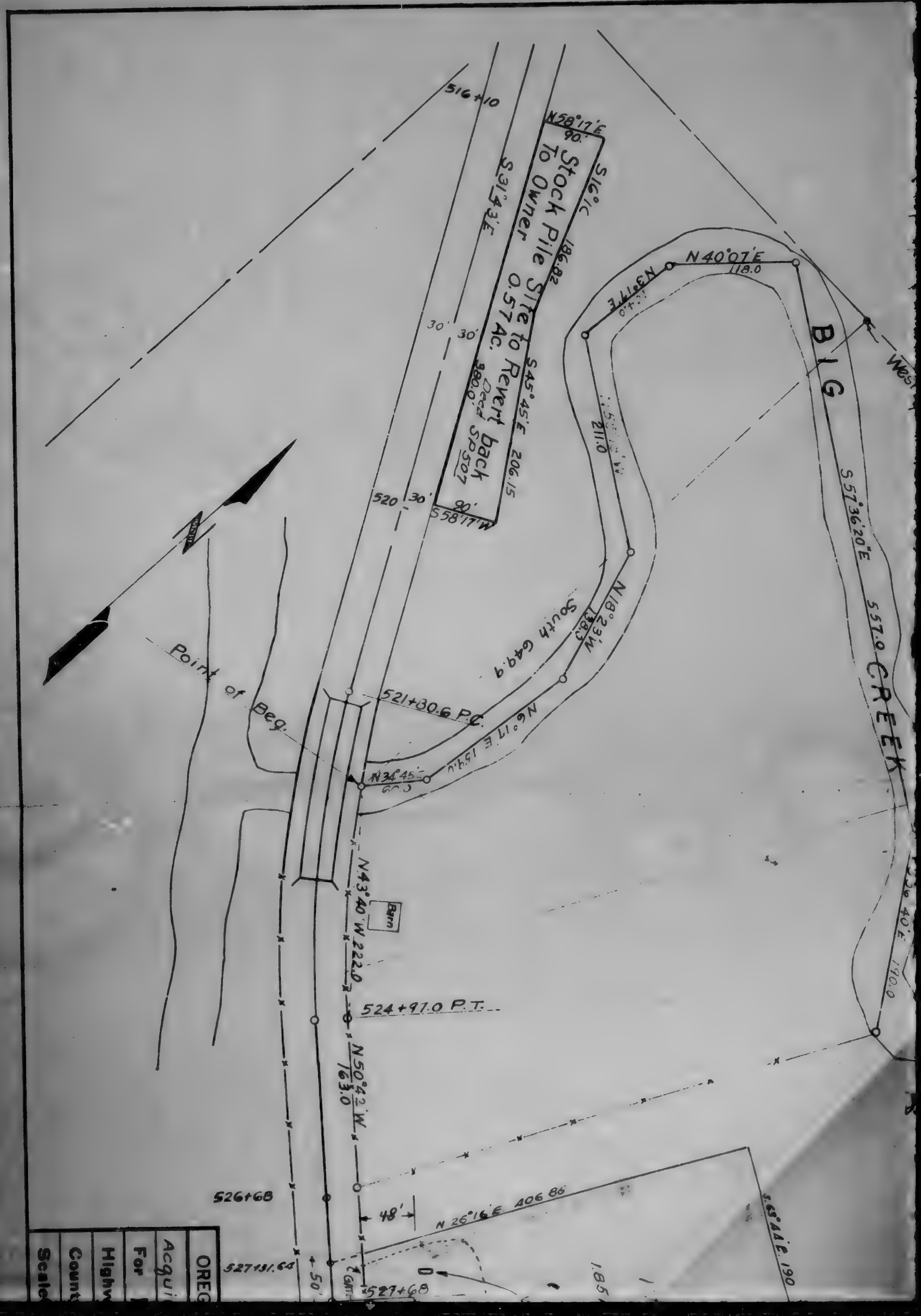
5'E 206.15
rt back
SP507
90'
S58°17'W
30'
520
Point of Beg.

OREGON STATE HIGHWAY DEPARTMENT


516+10
N58°17'E
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Stock Pile Site to Revert back
To Owner 0.57 Ac.
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S45°45'E 206.15
Deed SP507
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118.0
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CREEK
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521+80.6 P.C.
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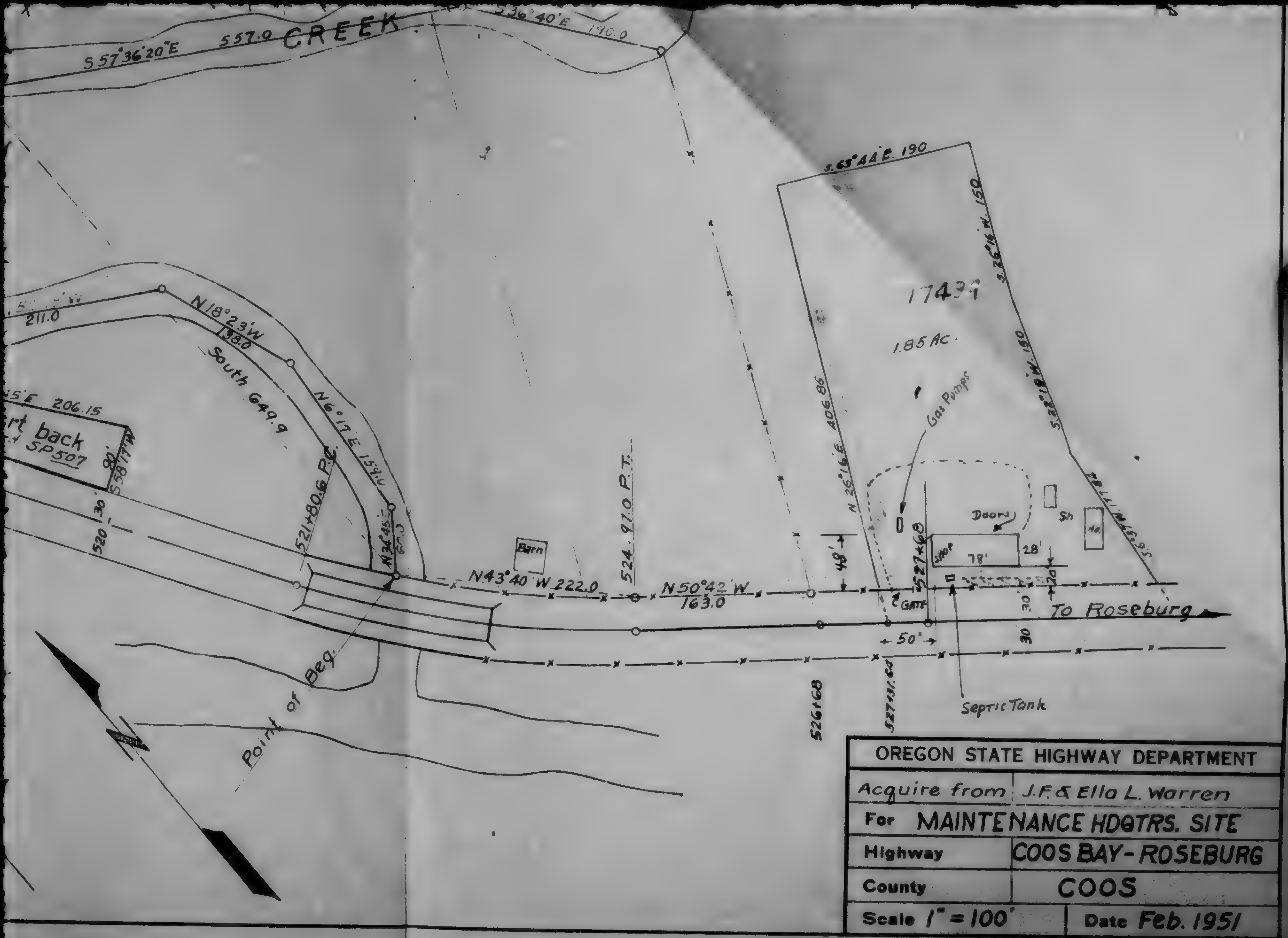
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S 63°44'E 190
S 26°16'W 150
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N 26°16'E 406.86
S 22°18'W 150
S 63°37'W 177.82
Gas Pumps
Doors
Shop
78'
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20
30
30
To Roseburg
527+68
Gate
48'
50'
526+68
527+31.64
Septic Tank
211.0
N18°23'W 138.0
South 649.9
N6°17'E 154.0
N34°45' 60.0
521+80.6 P.C.
524+97.0 P.T.
N43°40'W 222.0
N50°42'W 163.0
Barn
206.15
rt back
SP507
90'
S58°17'W
520
30'
Point of Beg.

OREGON STATE HIGHWAY DEPARTMENT	
Acquire from	J.F. & Ella L. Warren
For	MAINTENANCE HDQTRS. SITE
Highway	COOS BAY-ROSEBURG
County	COOS
Scale 1" = 100'	Date Feb. 1951

3B-12-12

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1951

SUBJECT: Maintenance Headquarters Site - Bridge

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Mr. Edwards and Mr. Sage have selected a very satisfactory maintenance headquarters site adjacent to the Coos Bay-Roseburg Highway immediately west of Bridge, Oregon.

We attach hereto Original Authorization for Negotiation, Statement of Information, and Alternate Property Descriptions, and a sketch map showing the site proposed, consisting of 2.37 acres, also an alternate consisting of 6.40 acres. The owner is J. F. and Ella L. Warren who, upon being contacted relative to the matter, suggested that we purchase all of his property lying across the creek from his home. This is the 6.40 acre tract.

Mr. Warren also was quite anxious that we include in the transaction the return to him of our stockpile site no. 507 which has 380-foot frontage adjacent to the highway just west of the bridge as shown on the sketch map.

We are agreeable to transferring our stockpile site in exchange for the 2.37 acre tract which is adequate for our purposes; however, should it appear in the negotiations that it is going to cost us as much to acquire the 2.37 acres as the owner asks for the 6.40 acre tract, it would be better for us to acquire the owner's deed for the larger tract.

Very truly yours,

Referred to
H G Smith.

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj

Encls.

NOTED
W. W. STIFFLER
file

Form E-47—8M

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

STATEMENT OF INFORMATION

R/W File No. ....

Statement of information regarding property from which a parcel is to be acquired by ☒ purchase

☐ lease for use as Maintenance Headquarters Site
(Purpose for which property will be used)

Highway Coos Bay-Roseburg Section Coquille-Douglas County Line County Coos	Date February 9, 1951 Subdivision NW ¼ of SE¼ Section 28 Twp. 29S Range 11 W.W.M.
City Addition	Lot Block Near Mile Point

Present Owner J.F. & Ella L. Warren Address Box 52, Bridge Rte, Myrtle Point, Ore.
Grantor (Previous Owner) H.Z. & Lois Christian
Deed Dated Oct. 17, 1944 Deed Recorded Nov. 1, 1944 Book 153 Page 275

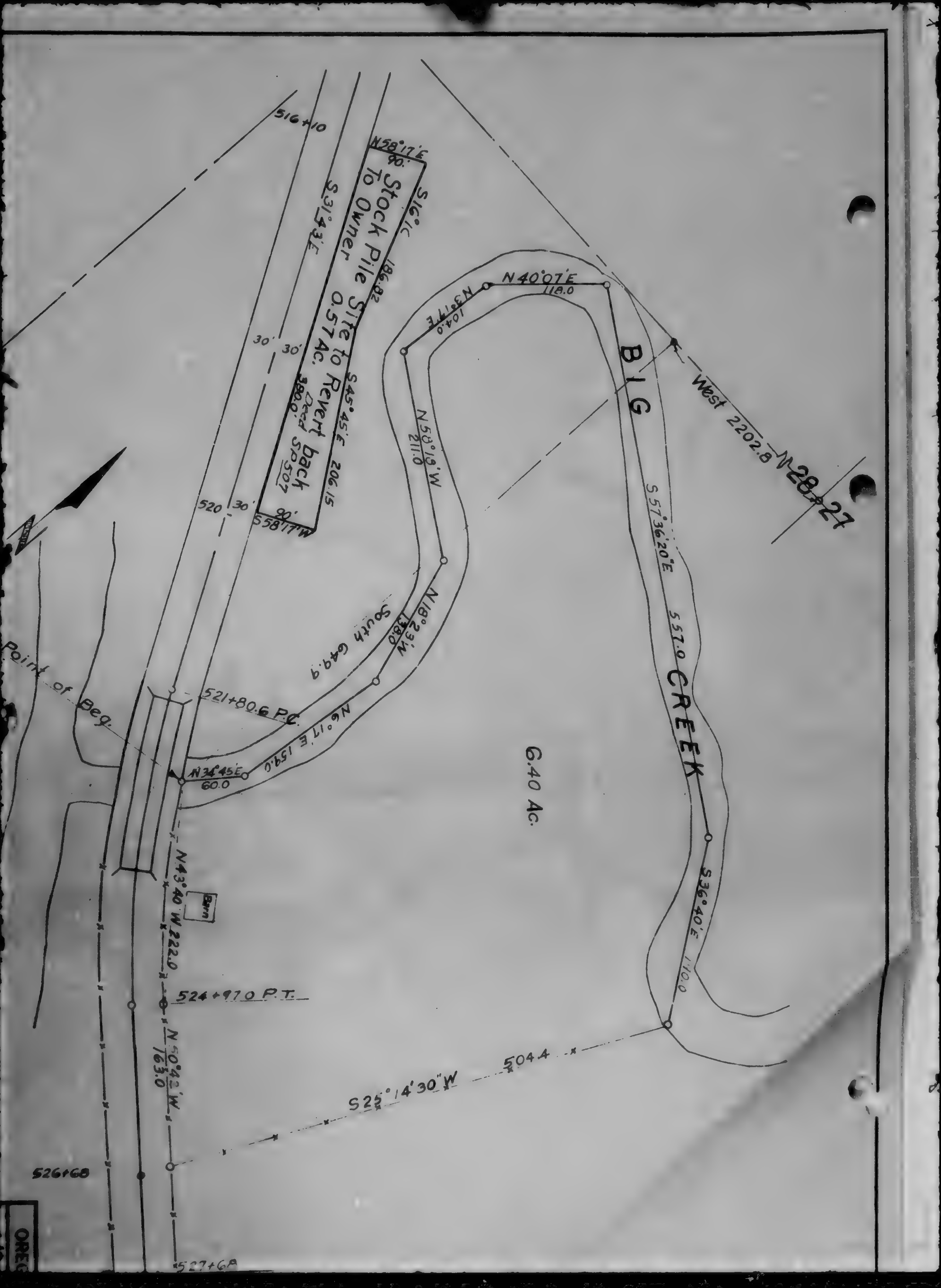
Assessed Valuation: Land $ 420 Improvements $ 620
Taxes are delinquent for years 19 not delinquent Taxes paid last 19 1949 Not Paid 1950-'51
Remarks:

The above data obtained from Coos County Records by D.J. Sage

Description of Property Described in Said Record

Beginning at a point in the center of Big Creek which is 13.0 feet south and 315.0 feet east of the center of Section 28, T. 29 S., R. 11 W., W.M., Coos County, Oregon; thence N. 42°24' W. and a t 152.0 feet passing through a 3/4" iron post and continue the same course and at 440.0 feet passing through a 1¼" iron post and continue the same course a total distance of 450.0 feet to the center of the Myrtle Point-Douglas county line road; thence southwesterly along the center of said road to the junction with the north boundry of the Myrtle Point-Roseburg Highway; thence southerly along the north and east boundry of the said Myrtle Point-Roseburg Highway to the junction of the Myrtle Point-Douglas county line road; thence northeasterly along the center line of the said Myrtle Point-Douglas county line road to the south boundry of a parcel of land recorded in Vol. 55, Page 640, Deed records of Coos county, Oregon; thence northwesterly along the south boundry of said parcel of the center of Big Creek; thence down the center of Big Creek to the place of beginning, containing 18.0 acres.

Excepting therefrom a parcel of land conveyed by F.E. Mecum and Lillian Mecum to the State of Oregon by the Oregon State Highway Commission by deed recorded in Vol. 123, Page 201, Deed Records of Coos County, Oregon


516+10
N58°17'E
90'
Stock Pile Site to Owner
To Revert back
0.57 Ac.
Deed SP507
380.0'
S16°1C
186.82
S31°43'E
S45°45'E 206.15
30'
30'
30'
520
90'
S58°17'W
N40°07'E
118.0
N3°11'E
104.0
N58°19'W
211.0
N18°23'W
138.0
South 649.9
N6°17'E 159.0
N34°45'E
60.0
521+80.6 P.C.
Point of Beg.
BIG
CREEK
West 2202.8
N 28-27
S57°36'20"E
557.0
6.40 Ac.
S36°40'E
110.0
N43°40'W 222.0
Barn
524+97.0 P.T.
N50°42'W
163.0
S25°14'30"W
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526+68
527+68
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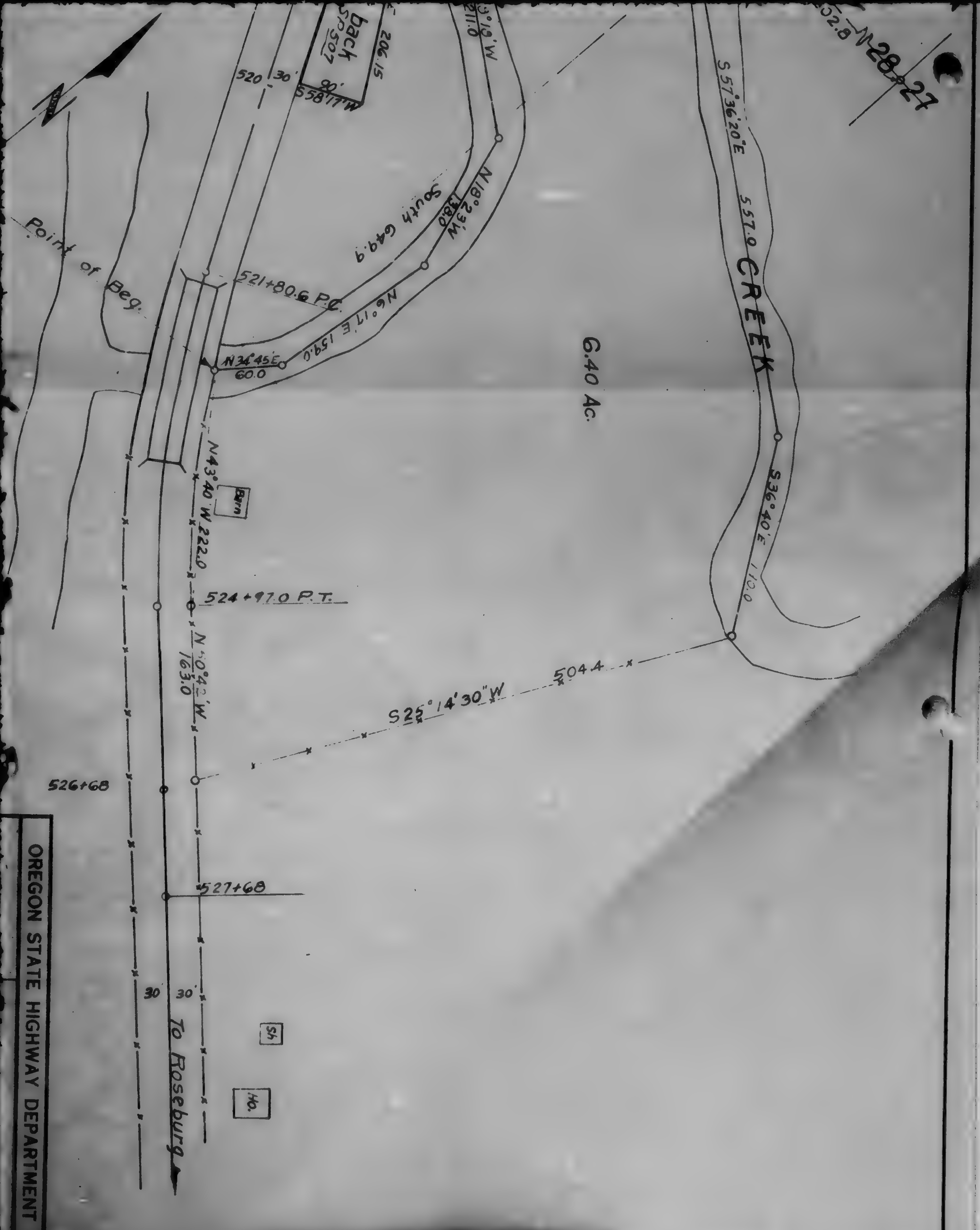

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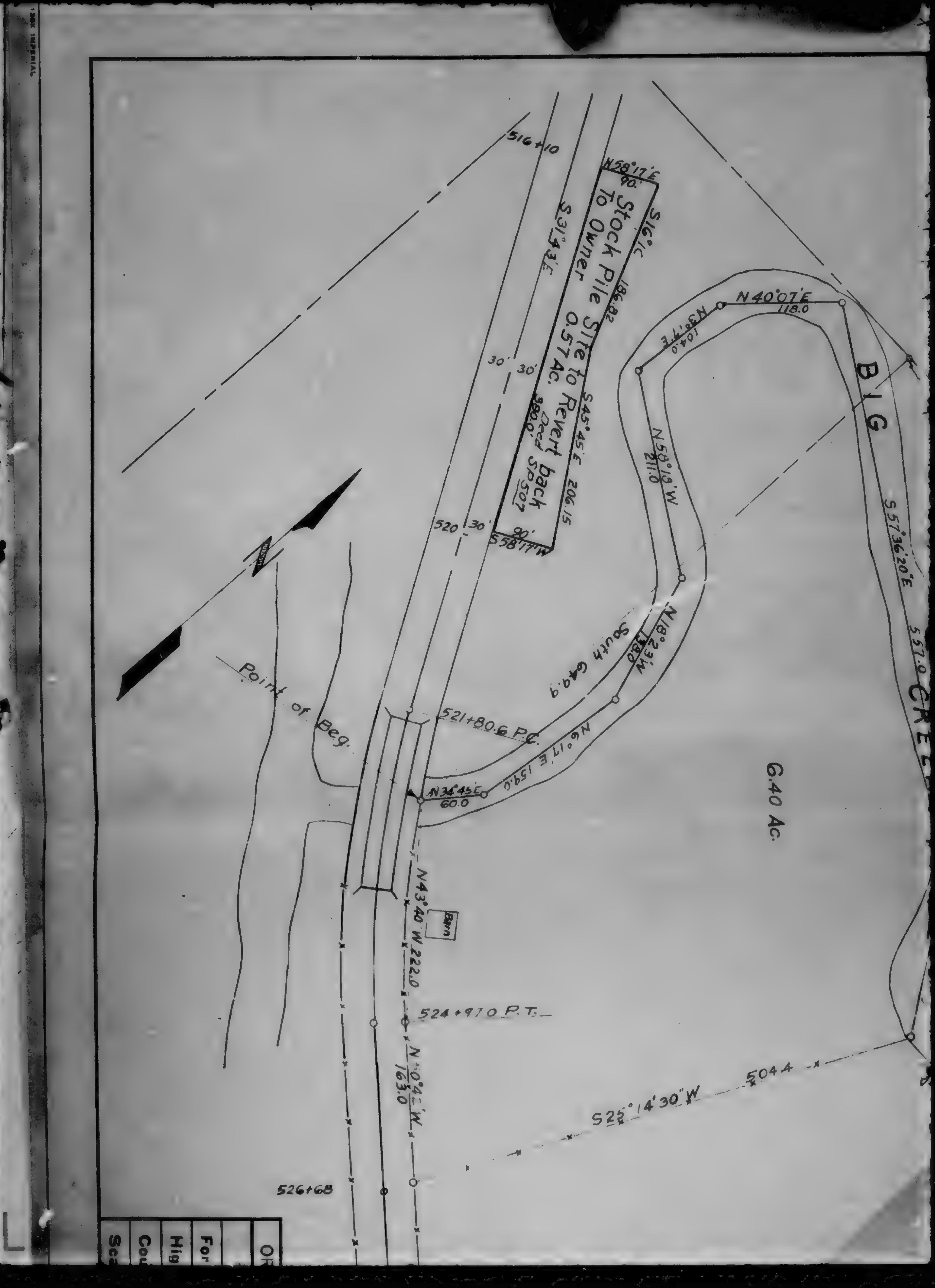
To Roseburg

OREGON STATE HIGHWAY DEPARTMENT

1388 IMPERIAL
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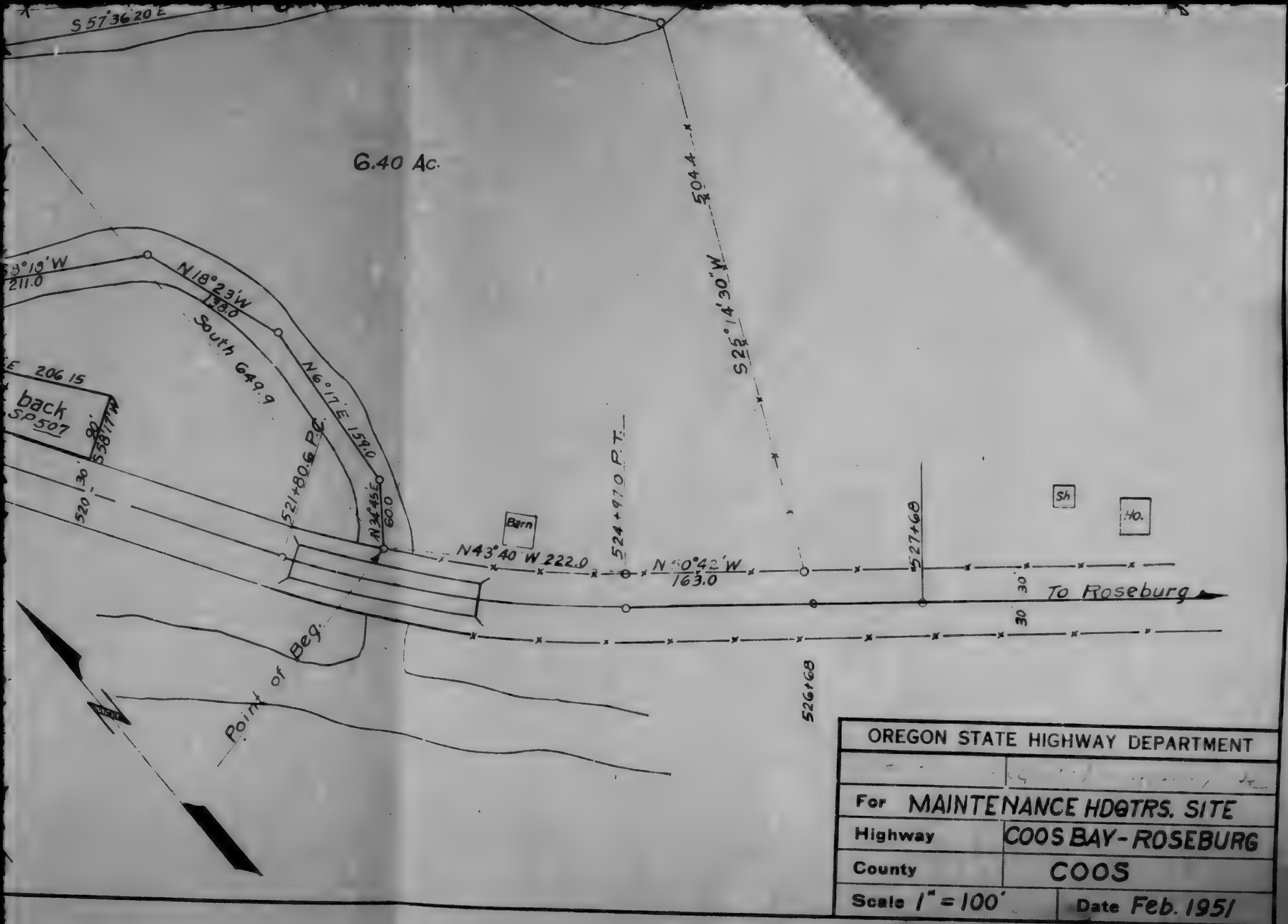
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South 649.9
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30'
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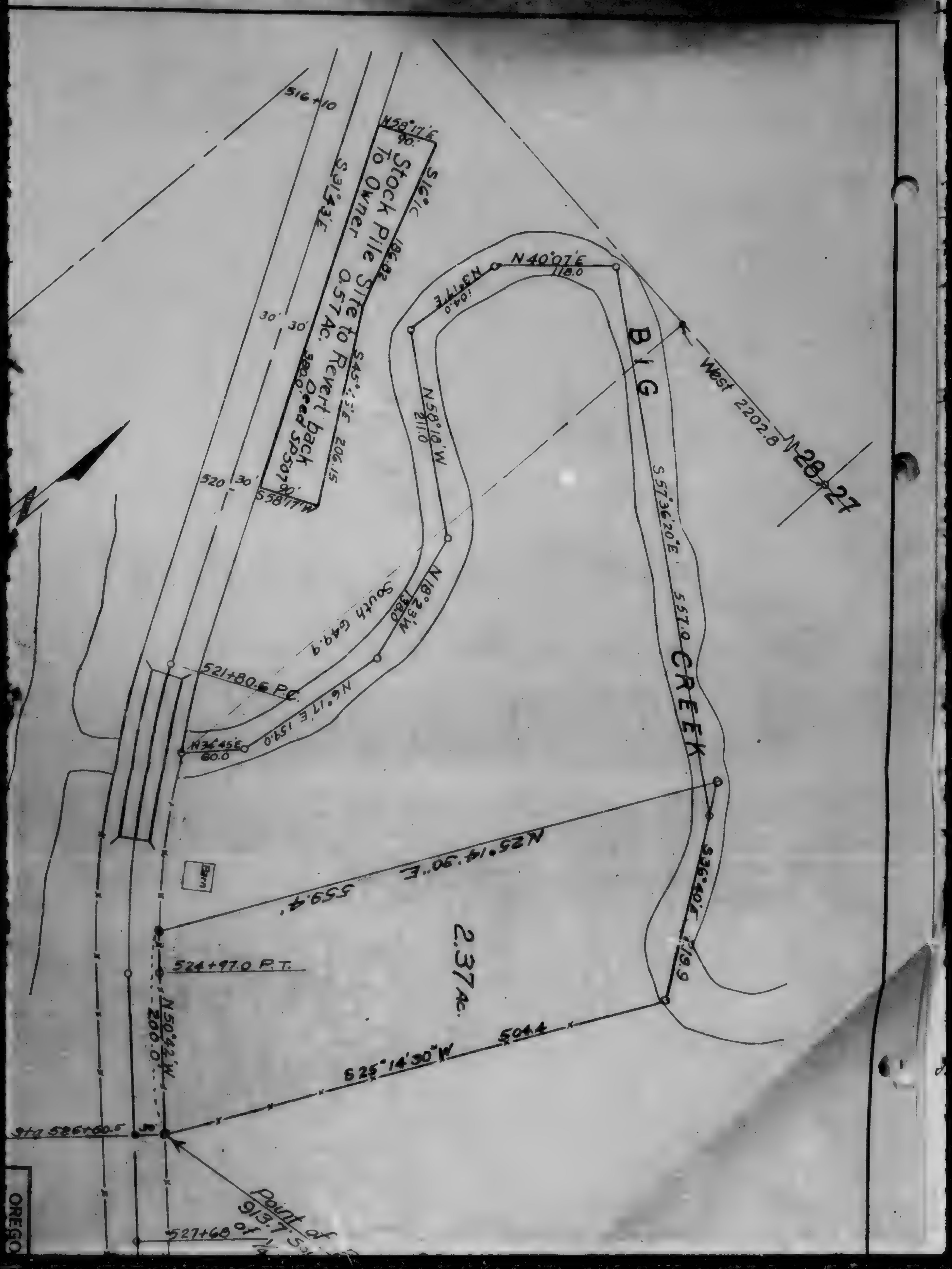
To Roseburg
Point of Beg.

OREGON STATE HIGHWAY DEPARTMENT	
For	MAINTENANCE HDQTRS. SITE
Highway	COOS BAY-ROSEBURG
County	COOS
Scale 1" = 100'	Date Feb. 1951


516+10
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Stock Pile Site to Revert back
To Owner
0.57 Ac.
Deed SP507
S31°43'E
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90'
N40°07'E
118.0
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CREEK
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South 649.9
521+80.6 P.C.
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Barn
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119.9
2.37 Ac.
524+97.0 P.T.
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527+68
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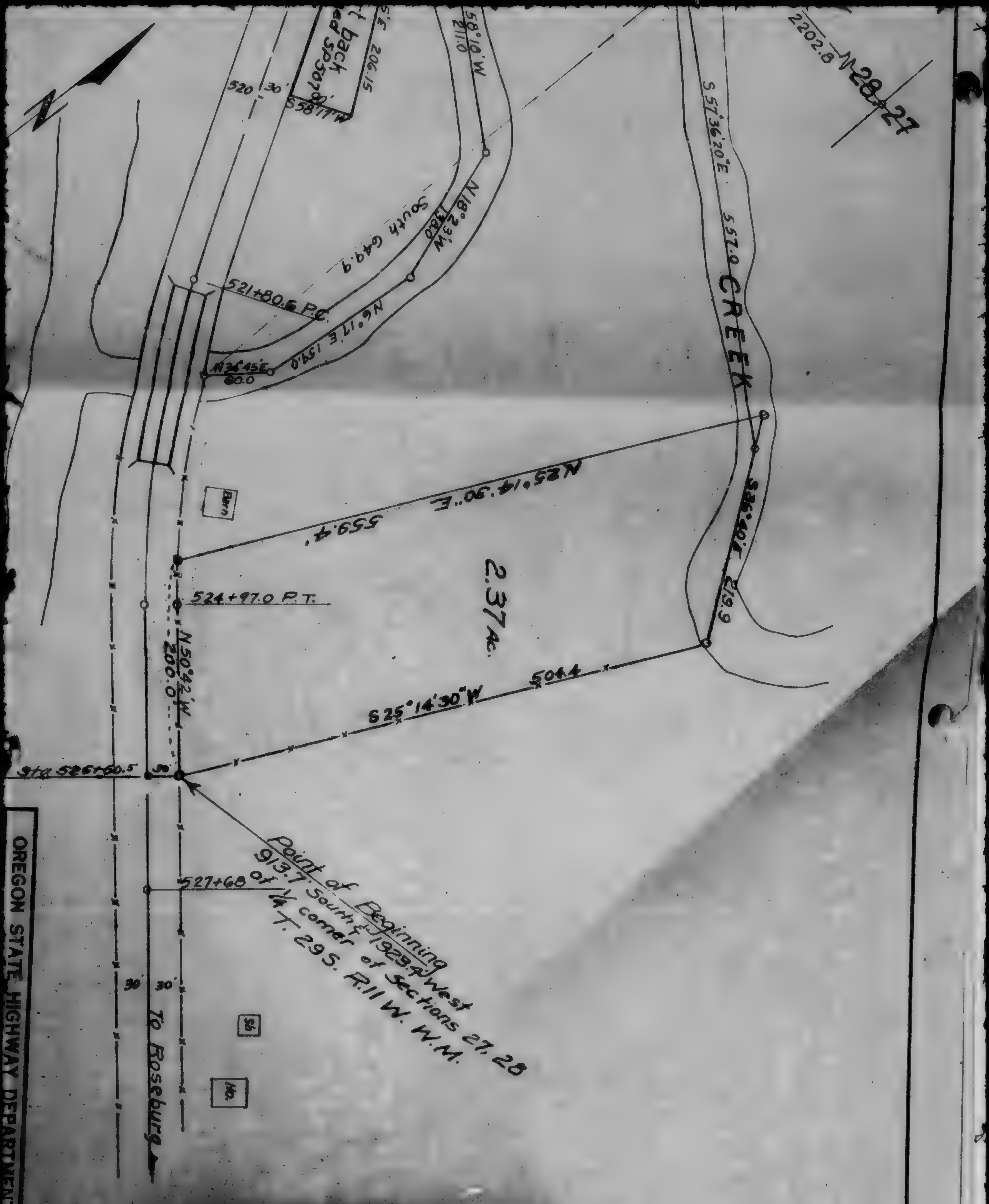
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30'
back
SP50700
S58°17'W
206.15
N58°18'W
211.0
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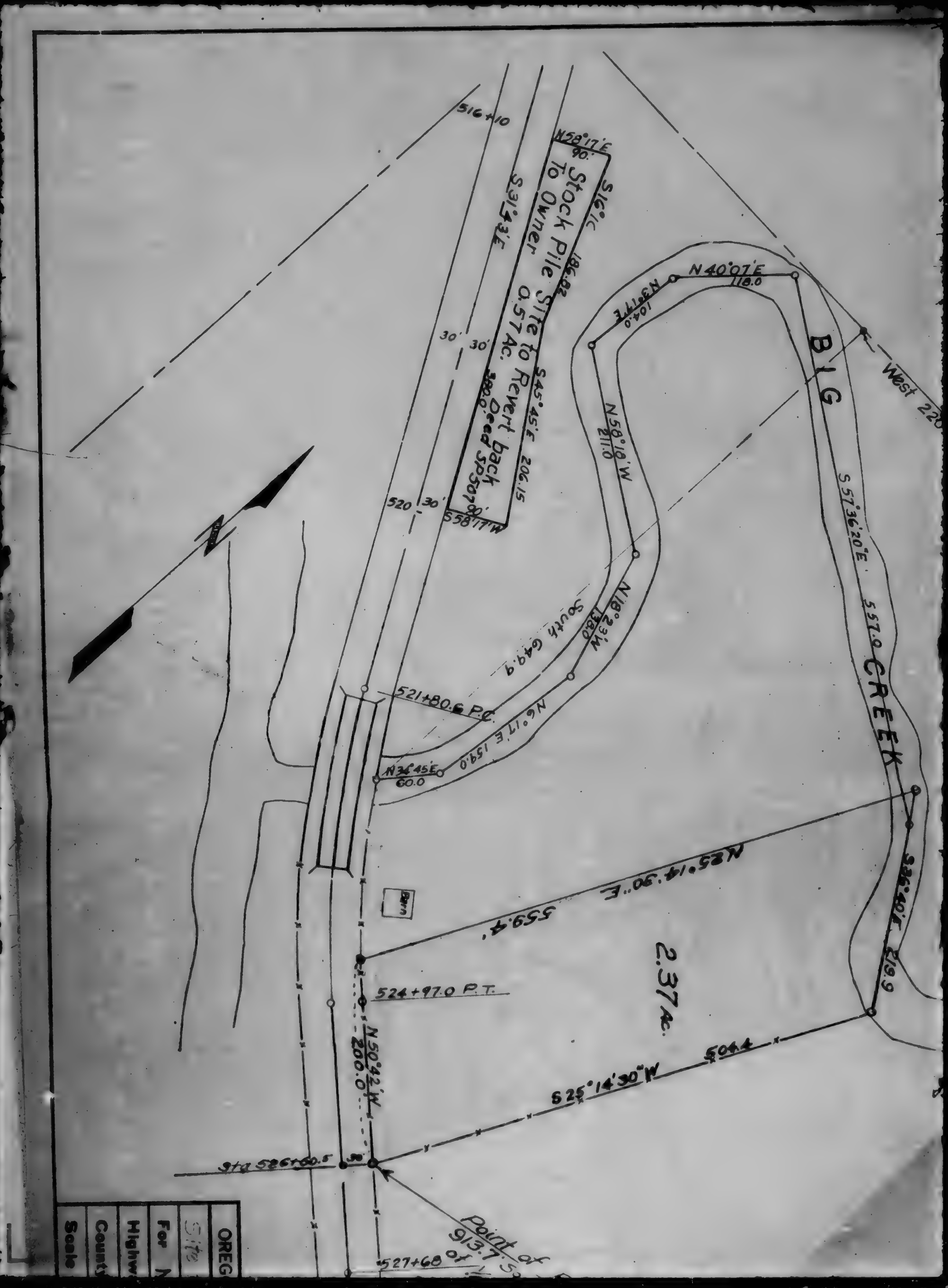
557.0
CREEK
South 649.9
N18°23'W
138.0
521+80.6 P.C.
N6°17'E 159.0
N36°45'E
60.0
Barn
N25°14'30"E
559.4'
S36°40'E
219.9
2.37 Ac.
524+97.0 P.T.
N50°42'W
200.0'
S25°14'30"W
504.4
Sta 526+60.5
30'
Point of Beginning
913.7 South & 1929.4 West
of 1/4 corner of Sections 27, 28
T. 29 S. R. 11 W. W.M.
527+68
30' 30'
To Roseburg
Sh.
Ho.
OREGON STATE HIGHWAY DEPARTMENT


516+10
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90.'
S16°1'C 186.82
Stock Pile Site to Revert back
To Owner 0.57 Ac.
S31°43'E
S45°45'E 206.15
Deed SP507
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520
S58°17'W
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118.0
N31°17'E
104.0
N58°18'W
211.0
N18°23'W
138.0
South 649.9
N6°17'E 159.0
N36°45'E
60.0
521+80.6 P.C.
BIG CREEK
West 220
S57°36'20"E
557.0
N25°14'30"E
559.4'
2.37 Ac.
S36°40'E
219.9
524+97.0 P.T.
N50°42'W
200.0'
S25°14'30"W
504.4
Sta 526+60.5
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Point of
913.7' S
527+68
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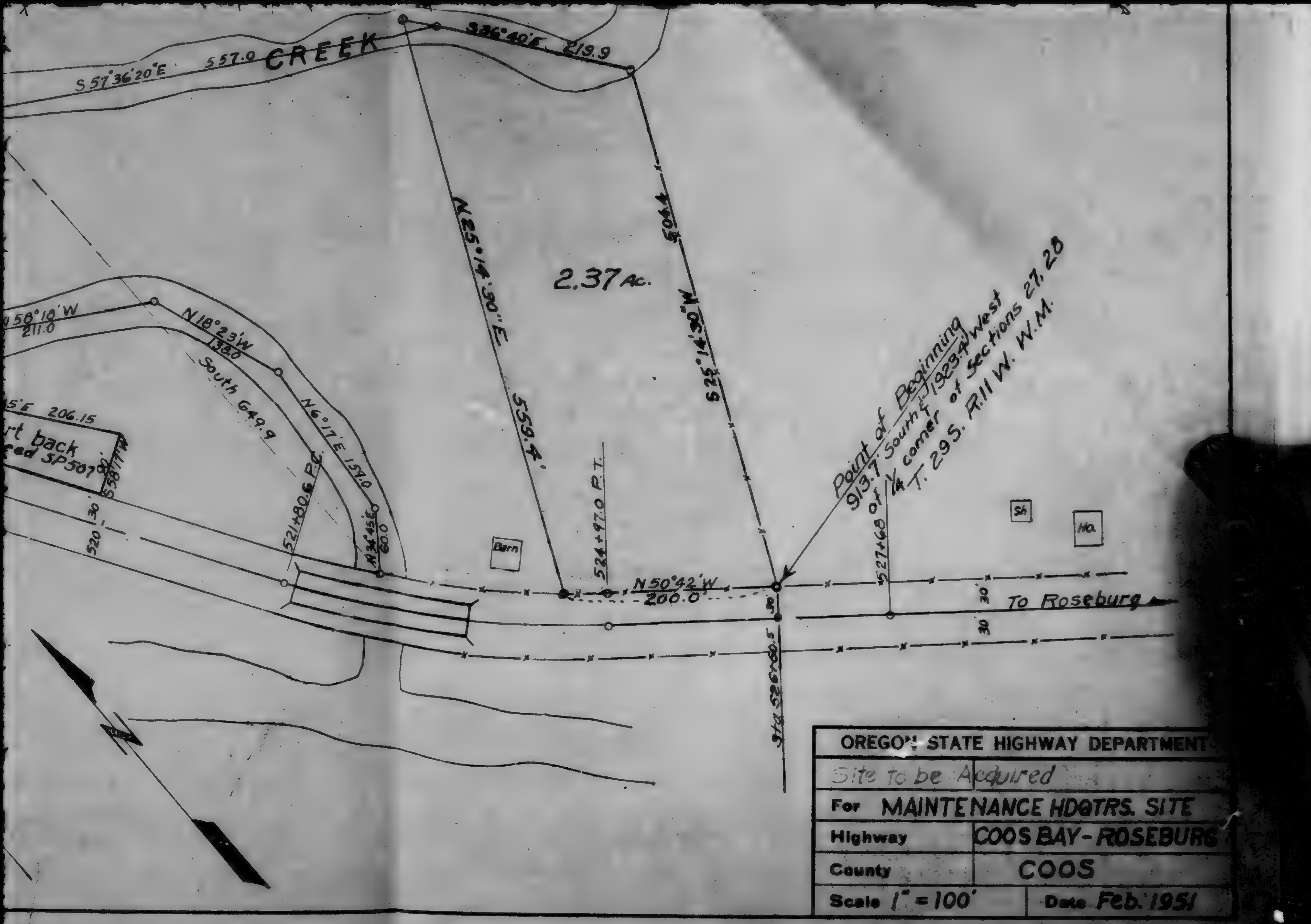
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CREEK
S36°40'E 219.9
N25°14'30"E 559.4'
S25°14'30"W 504.4
2.37 Ac.
N58°18'W 211.0
N18°23'W 138.0
South 649.9
N6°17'E 157.0
N34°45'E 60.0
5'E 206.15
rt back
ed SP507'00
S58°17'W
520 30'
521+80.6 P.C.
524+97.0 P.T.
N50°42'W 200.0'
Sta 526+60.5
90°
527+68
Point of Beginning
913.7 South & 1923.4 West of 1/4 corner of Sections 27, 28 T. 29 S. R. 11 W. W.M.
Barn
Sh
Ho.
30 30
To Roseburg
N

OREGON STATE HIGHWAY DEPARTMENT	
Site to be Acquired	
For	MAINTENANCE HDQTRS. SITE
Highway	COOS BAY-ROSEBURG
County	COOS
Scale 1" = 100'	Date Feb. 1951

-1652 Coos Bay (Greenwood Jct.- 1951
Hauser Jct.) Sec. of the Oregon
#3568 Coast Highway near Coos Bay.

[illegible]
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 20, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)	
3568	5-final	Portland Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19473	R-51862	$ 500.00	10/16/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 30, 1952

Time Extensions: Extended to May 9, 1952 without penalty

Completion Date: May 9, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-22-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:
A.A. Wicklander

NOTED ON CARD
1-26-52

RECEIVED
OCT 9 - 1952
FOR FILING

6-12

3568

October 7, 1952

Portland Construction Co.
910 N. E. 47th St.
Portland 13, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of nine days from April 30 to May 9, 1952, within which to complete your contract No. 3568 for landscaping the Coos Bay (Greenwood Ave.-Market Ave.) Section of the Oregon Coast Highway in Coos County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. C. Gall,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
OCT 8 - 1952
FOR FILING

October 7, 1952

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3568 for landscaping in Coos Bay (Greenwood Avenue-Market Avenue) on the Oregon Coast Highway in Coos County was completed by the contractor, Portland Construction Company, on May 9, 1952, and was formally accepted by the Highway Commission on September 22, 1952.

Final payment in the amount of $500.00 will be released to the contractor on or after October 17th. The total contract amount is $6,353.93, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Mr. G. Keith Hutchings
609 Park Building
Portland 5, Oregon

RECEIVED
SEP 8 1952
FOR FILING

September 8, 1952

Oregon State Highway Commission

Request for extension of time
No. 1A
September 22 and 23 meeting

Gentlemen:

Herewith is a request from the Portland Construction Company for an extension of time on Contract No. [illegible], landscaping project in Coos Bay, from April 30, 1952 to May 9, 1952.

This contract was worked in conjunction with the Fir Avenue-Ingersoll Avenue contract in Coos Bay, and because of the failure of the other contractor to complete the grading of the areas to be seeded, this contractor was not able to complete within the time limit.

The nine-day overrun did not inconvenience the State, and I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc H. G. Smith

hi

RECEIVED
AUG 21 1952
FOR FILING

[illegible]

356

August 15, 1952

Portland Construction Co.
910 N. E. 47th Ave.
Portland 13, Oregon

Attention: Mr. M. Baltz

Gentlemen:

Reference is made to your letter of August 14, requesting information regarding final payment on Contract No. 3568, landscaping project in Coos Bay.

There was an overrun in time in completing this contract from April 30 to May 9. Before the final payment can be made it will be necessary to have an extension of time for the overrun period approved by the Highway Commission. We are enclosing the necessary forms to be initiated by you and sent to our Resident Engineer, Mr. C. C. Gall, when signed by yourself and surety.

The next possible date for action by the Highway Commission will be at the meeting tentatively set for September 22 and 23.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP/sc

Encl.

URSERY:
Route 1, Box 748
Gresham, Oregon

Phone EMpire 4687

PORTLAND CONSTRUCTION CO.
Landscape Contractors
Office: 910 N. E. 47th Ave. Portland 13, Oregon

August 14, 1952.

State Highway Commission
Salem, Oregon.

Att; S. H. Probert, Office Engineer.

Dear Sir;

Mr. Gall, the inspector at North Bend, told us to contact you in regard to the final report which he states left his office May 27th., on the work done by us under Contract #3568 at Coos Bay, Ore.,

To date this has not been received and we would appreciate hearing from you as to about when we can expect to recieve our check, amounting to $500.00 hold-back.

Sincerely,

PORTLAND CONSTRUCTION CO.,

By M. Beltz

E.S.: [illegible]
Not received [illegible] for this meeting. When did the [illegible]

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1[illegible] 1952
FOR FILING

June 9, 1952

United Pacific Insurance Co.
C. Keith Hutchings, Agent
609 Park Bldg.
Portland 5, Oregon

Dear Sir:

The State Highway Commission is prepared to make semi-final payment to Portland Construction Co. on contract No. 3568 for landscaping on the Coos Bay (Greenwood Ave.-Market Ave.) Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $592.40, will be released to the contractor on or after June 19, 1952. The amount of retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance
Fidelity & Surety Dept.
Seattle 14, Wash.

United Pacific Insurance Co.
Portland Branch Office

NOTED ON CARD
6-9-52 g

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 15, 1952, 19

Section Coos Bay(Greenwood Ave-Market Ave)

Kind of work Landscaping

Highway Oregon Coast

Section prefix 6 - 1602

Contractor Portland Construction Co.

Contract number 3568

Date of contract Aug. 20, 1951, 19

Date of completion April 30, 1952, 19

Date work started Sept. 18, 1951, 19

Estimated date of completion May 9, 1952, 19

Amount of contract $ 7170.28

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 6400.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 500.00, 7 %

Date project was completed May 9, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate will be submitted as soon as confirmation received from contractor on certain items used.

NOTED
H. G. SMITH

RECEIVED
MAY 19 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed C. C. Hall

Address North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	cloudy		
Tuesday	rain last nite clearing to-day		
Wednesday	rain last nite, pt cloudy to-day		
Thursday	Fair		
Friday	"		
Saturday	cloudy		

State Printing 53382

RECEIVED

[illegible]

3568

September 11, 1951

Portland Construction Co.
910 N. E. 47th St.
Portland 13, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3568, which was awarded to you on August 20, 1951 by the State Highway Commission, for landscaping on the Coos Bay (Greenwood Ave.-Market Ave.) Section of the Oregon Coast Highway in Coos County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECORDED

RECEIVED
AUG 23 1951
FOR FILING
6-1602

3568

August 23, 1951

Portland Construction Company
910 N. E. 47th
Portland, Oregon

Gentlemen:

The State Highway Commission on August 20, 1951 awarded you Contract No. 3568 for the Coos Bay (Greenwood Avenue-Market Avenue) Section of the Oregon Coast Highway, in Coos County. This award was based on your low bid of $7,170.28 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and maybe useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

111-1011 East Cottonwood Canyon Sec. 1951
of the Wasco-Heppner Highway,
about 20 miles SE of Wasco.
#3569

RECEIVED
MAR 1952
FOR FILING
111-1011

OREGON STATE HIGHWAY DEPARTMENT

(date) Jan. 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3569	2-final	E. H. Itehner Co.

3569

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
411	R-32252	$ 666.06	Jan. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1951

Time Extensions: None

Completion Date: Nov. 30, 1951

Date Accepted: March 13, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-21-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

3-21-52

RECEIVED
JAN 9 1952
FOR FILING

January 8, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3569 for work performed on the East Cottonwood Canyon Section of the Wasco-Heppner Highway in Gilliam County was completed by the contractor, E. H. Itschner Co., on November 30, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $666.06 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,202.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
DEC 20 1951
FOR FILING

111-1011

December 19, 1951

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to E. H. Itschner Co. on contract No. 3569, for rock surfacing on the East Cottonwood Canyon Section of the Wasco-Heppner Highway in Gilliam County.

This payment, in the amount of $21,535.94, will be made to the contractor on or after December 29, 1951. The retained percentage is $666.06.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

12/19 gl

Form E-1—10M—7-50

111-1011

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report #8

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 1, 1951

Section East Cottonwood Canyon

Kind of work Rock Surfacing

Highway Wasco-Heppner

Section prefix 111-1011

Contractor E. H. Itschner Co.

Contract number 3569

Date of contract August 20, 1951

Date of completion November 30, 1951

Date work started October 5, 1951

Estimated date of completion November 30, 1951

Amount of contract $ 22,839.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 23,886.76

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 878.59, 48.0 %

Date project was completed Nov. 30, 1951

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished hauling rock November 28th. and finished processing rolling etc. November 30th.

NOTED
H. G. SMITH

RECEIVED
DEC 3 1951
OFFICE OF
CONSTRUCTION ENGINEER

Signed N. L. T. Hodge

Address Pendleton

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.23			
Miles partially completed					
Miles completed		5.23			
Total estimated quantities		7800			
Estimated quantities moved or placed to date		7792			
Average daily quantities		520			
Average daily quantities necessary to complete project on time		0			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		13			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Sheep-foot rollers ...., Cat . . . 1, Trucks . 6, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Fair-windy		
Tuesday	Cloudy		
Wednesday	Fair-warm		
Thursday	Rain		
Friday	Cloudy		
Saturday	Rain		

State Printing Dept. 41606

RECEIVED
[illegible] 1951
FOR FILING

11-124

3569

September 17, 1951

E. H. Itschner Company
Molalla, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3569, which was awarded to you on August 20, 1951 by the State Highway Commission, covering Rock Surfacing on the East Cottonwood Canyon Section of the Wasco-Heppner Highway in Gilliam County, Oregon. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

[illegible]

RECEIVED
[illegible] 1951
FOR FILING

111-1611

3569

August 23, 1951

E. H. Itschner Company
Molalla, Oregon

Gentlemen:

The State Highway Commission on August 20, 1951 awarded you Contract No. 3569 for the East Cottonwood Canyon Section of the Wasco-Heppner Highway in Gilliam County. This award was based on your low bid of $22,839 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
FOR FILING

(4a)

August 9, 1951

Senator Stewart Hardie

Condon, Oregon

Dear Senator Hardie:

Following your appearance before the Commission on July 17 the Commission approved the expenditure of approximately $32,000 to apply crushed rock on a 5.23-mile section of the Cottonwood Grade in Gilliam County.

You may already have noticed in the papers that bids are to be received by the Commission on August 20 for contracting this work.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHW
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

4.a

July 9, 1951

Senator Stewart Hardie
Condon
Oregon

Dear Senator Hardie:

In reply to your communication of July 3, please be advised that I will discuss with the Highway Commission at its next meeting the matter of covering the coarse rock with crushed rock on the Cottonwood grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. B. Glaisyer agenda

[illegible] Gilliam Delegation

54 C

BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
COMMISSIONERS

HARDIE
ONDON, OREGON
COMMITTEES:

CH[illegible] RULES AND BILLS
VICE CHAIRMAN: FINANCIAL
MEMBER: STATE AND FEDERAL AFFAIRS
PUBLIC WELFARE AND INSTITUTIONS

STATE OF OREGON
SENATE CHAMBER
SALEM

July 3, 1951

R.H. Baldock
State Highway Commission
Salem, Oregon

Dear Mr. Baldock,

There are quite a few people here interested in completion of Highway 206, especially at this time so far as the graveling is concerned.

I came over the highway last night and the river rock on the Cottonwood grade, Gilliam county side, was the worst part of the road. It looks to me as if it would be most practical for the commission to put crushed rock over the river rock at this time when your crushing outfit is stationed nearby and the graveling work on the new alignment is underway.

The county court has been approached regarding the road the same as I have been and I feel this worthy of your investigation.

Sincerely
Stewart Hardie
Senator Stewart Hardie

SH:mc

de)
1.78
3.36
1.70
7.00
3.84

4a
and
[illegible]

COTTONWOOD CANYON SECTION

Wasco - Heppner Secondary Highway

UB #15 Records checked as to commitments made from December 30, 1946 to date.

12-30-46	Ok'ed expenditure of $2000 for widening bad curves.
2-4-47	Delegation advised that $102,000 included in 3rd year. Post War Program for improvement of 7 miles east of John Day River. (CottonWood Canyon)
3-25-47	Delegation advised added sum of money authorized for improvement west of Condon - bids previously received but rejected as to high.
4-23-47	Commission discussed Engineers report of 2-27-47 and approved expenditure of $50,000 to widen road on West Cottonwood Canyon Section.
2-3-48	Bids received on West Cottonwood Canyon Section Gerald Miller - $46,012.00
9-21-49	Discussion of projects for unallocated funds in 2nd Post War Program. Consideration given to "Construction of one mile of grade and 4.5 miles surfacing and oiling on the West Cottonwood Canyon Section - - -" "Engineer estimated cost at about $80,000." "Commission deferred approval - - - pending report from Engineer - - - on cost to complete entire section." Funds for this and Wocus Marsh project to be held in reserve pending rendition of report.
4-24-50	Approved expenditure of $80,000 to eliminate dirt sections east of summit of East Cottonwood Grade.
8-21-50	Revised plan for expenditure of $80,000 approved. 4.47 miles grading and surfacing on new alignment.

(Other entries from August 1950 to date but no commitments made)

SUMMARY OF CONTRACTS LET

2919	Awarded 6-30-47 to Vernie Jarl for grading and surfacing Hay Creek-Condon Section. Completed 9-2-48	$149,261.78
2948	Awarded 10-27-47 to Gerald Miller for grading and topping East Cottonwood Canyon Section. Completed 9-16-48	85,808.36
2975	Awarded 2-3-48 to Gerald Miller for grading West Cottonwood Canyon Section. Completed 11-30-48	59,321.70
3441	Awarded 12-19-50 to Rush Construction Co. for grading & surfacing East Cottonwood Canyon-York Ranch Section. (Not complete)	74,567.00
	Total Contracts	$368,958.84

EXCERPTS FROM THE MINUTES OF HIGHWAY COMMISSION MEETINGS HELD;
DECEMBER 30, 1946, FEBRUARY 4, 1947, MARCH 24 & 25, 1947, APRIL 23, 1947,
JULY 22, 1947, FEBRUARY 3, 1948, MAY 25, 1948, SEPTEMBER 20 & 21, 1949,
and FEBRUARY 6 & 7, 1950.

Wasco-Heppner Secdy Hwy
Cottonwood Grade

Portland, Oregon
December 30, 1946
Volume 31 Part 3
Page 13571

The State Highway Commission met in regular session at 9:00 a.m. in Room 715 (Imperial Room) of the Imperial Hotel. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * * *

Consideration was given by the Commission to the following matters of unfinished business:

6. Request of Mr. J.S. Burres, Moro, for the strengthening of the Cottonwood Bridge over the John Day River on the Wasco-Heppner Secondary Highway: The Engineer recalled that Mr. Burres, who appeared before the Commission on November 26, 1946, declared that this bridge is posted for a five-ton maximum load limit; however, investigation of the records reveals that, whereas such reduced load limit was ordered in 1938, the former Commission, on December 5, 1940, lifted the restrictions following completion of repairs, and the reduced load limit signs were taken down. Personal inspection of the premises recently, he added do not reveal any reduced load limit signs on the structure, contrary to the statements made by Mr. Burres when he was present at the Commission meeting.

7. Request of Mr. J.S. Burres, Moro, for permission to make certain repairs to the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, using his own equipment: The Engineer advised that this matter has been investigated by Division Engineer Wm. E. Chandler, who states that the condition of the road now is no worse than it has been for many years and that improving it to facilitate the transportation of a large number of wheat trucks over the section, as is contemplated, would necessitate a major improvement, costing more money than the Commission has available for the purpose. He suggested that a small amount of state force work at points particularly desired by Mr. Burres would be helpful and recommended approval of such a project rather than that Mr. Burres be allowed to do the work on his own account because of the possibilities of accidents occurring, unless, perchance, Mr. Burres is willing to enter into an agreement with the Commission and will indemnify the Commission should accidents occur. Chairman Banfield expressed himself in favor of doing a small amount of widening on some of the bad turns and suggested a maximum expenditure of about $2,000 for this purpose. Commissioners Schaupp and Chandler approved the suggestion, whereupon the Engineer was instructed to make further investigation to determine just what can be done for such amount. The Engineer is to report back to the Commission when the investigation is completed, at which time the Commission will take definite action. * * * * *

Portland, Oregon
February 4, 1947
Volume 31 Part 3
Page 13684 & 85

The State Highway Commission reconvened its meeting at 9:00 a.m. in the auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Chief Counsel, and the Secretary present.

* * * * * *

Messers. J.S. Burres, Moro, Oregon, and George Kaseberg, Condon, Oregon, stockmen and farmers, came before the Commission at this time and urged improvements to the Cottonwood Grade Section of the Wasco-Heppner Secondary State Highway. Chairman Banfield advised that there is now contained in the Commission's third year Postwar Construction Program an item of $102,000 for the improvement of a seven-mile section of this road extending easterly from the John Day River, and the Commission expects to place this work under contract during 1948. He assured the gentlemen that the Commission would do the work unless it is deprived of the funds that have been budgeted to finance it. He pointed out that there are many parts of the state highway system that are in a similar state of disrepair that cannot be improved because funds are not available to pay for the work. As a result of considerable discussion the Engineer was authorised and instructed to spend about $2,000 to improve some of the bad places on this grade pending construction of the major project. He was also instructed to report at the next meeting how much it will cost to make the road safe for travel. Mr. Kaseberg urged better maintenance at the east end of the grade. The Engineer advised that he would look into this feature and would have the Maintenance Engineer call upon Mr. Kaseberg in the near future to ascertain just what he has in mind.

* * * * * *

Portland, Oregon
March 24, 1947
Volume 31 Part 3
Page 13767

The State Highway Commission met in regular session at 9:00 a.m. in the auditorium of the Public Service Building. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

* * * * * *

The Engineer read aloud a written report dated February 27, 1947, directed to the Oregon State Highway Commission with respect to the condition of the Cottonwood Canyon Grade Section of the Wasco-Heppner Secondary Highway where this highway crosses the John Day River. He estimated it would cost about $300,000 to grade the four and one-half mile section in West Cottonwood Canyon to a width of 26 feet with maximum 14 degree curvature, including surfacing, and that a minimum project to make this grade safe for traffic by constructing a 16-foot roadbed on the present alignment with passing places at frequent intervals, would cost about $50,000. The East Cottonwood Grade Section, he said, is now being taken care of, there being included in the Commission's program for Federal Aid Secondary Highway projects an amount of $102,000 for grading and surfacing this section, the contract for which will probably be awarded either this fall or in the early spring of 1948. He gave as his belief that a $50,000 project on the West Cottonwood Grade would satisfy the local people who use this road. The Commission deferred action in the matter until its next meeting.

* * * * * *

Portland, Oregon
March 25, 1947
Volume 31 Part 3
Page 13779

The meeting reconvened at 9:00 a.m. in the auditorium of the Public Service Building with all Commissioners, the Engineer, the Chief Counsel, and the Secretary present.

* * * * * *

Messrs. Ed. Reitmann, J.S. Burres, and George Kaseberg, Condon, came before the Commission in the interests of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway. They presented petitions signed by numerous residents of Sherman, Gilliam, Morrow and Wheeler Counties requesting the immediate improvement of such section. Chairman Banfield explained that the Commission has budgeted the sum of $102,000 of Federal Aid Secondary highway monies for the improvement of a seven mile section of the East Cottonwood Grade, and it is proposed to contract the work either this fall or early next spring; also, that an additional sum of money has been authorized for an improvement west of the town of Condon; in fact, the Commission received bids in November, 1946, for construction of the section, but found it necessary to reject them because of right of way difficulties. This money, he said, is not going to be diverted to any other part of the state, but the proposed improvement cannot proceed until this right of way difficulty has been eliminated either by realignment of the highway or settlement with the property owner, Mr. Meyers.

Concerning the West Cottonwood Grade, Chairman Banfield advised that the Commission now has this section under consideration, but because of the uncertainity of funds, is precluded from making a commitment thereto until the Legislature adjourns. He assured the delegation that the Commission has their project in mind and will do whatever it can to help them.

* * * * * *

Portland, Oregon
April 23, 1947
Volume 32 Part I
Page 13641

The meeting of the Highway Commission reconvened at 9:00 a.m. in Room 715, Imperial Hotel. Present were:

T.H. Banfield, Chairman
A.S. Schaupp, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

Commissioner Ben R. Chandler was excused.

* * * * * *

The Commission had under discussion the written report of the Engineer dated February 27, 1947, on the Cottonwood Grade Sections of the Wasco-Heppner Secondary Highway, particularly the cost to improve the West Cottonwood Grade to provide reasonable safety for a number of years. The Engineer estimated that such a project, consisting of the improvement of a 16-foot roadbed on the present highway alignment with some wider sections at sharp turns and with passing zones every 400 or 500 feet, would cost about $50,000. The Commission unanimously approved the expenditure of such sum for this purpose with the understanding that the work will be done as a minor betterment project. (See Engineer's report, in general files, for details.)

* * * * * *

Portland, Oregon
July 22, 1947
Volume 32 Part I
Page 14097

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T.H. Banfield, Chairman
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
J.M. Devers, Chief Counsel
H.B. Glaisyer, Secretary

Commissioner A.S. Schaupp was excused from attending this meeting.

* * * * * *

Messrs. Ed Reitmann and J. [illegible]. Burres, Condon, were present regarding improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway, particularly improvement of the West Cottonwood Grade. Chairman

Page - 5 - cont.

Banfield explained that the Highway Commission has budgeted $50,000 of state money to improve this section and that the work will be done, but it will take some little time to prepare the plans for contracting. They were also informed that, while the improvement will not provide a standard highway, it will be the best that can be done with the money available and it is felt will adequately serve until a major improvement can be undertaken.

* * * * * *

Portland, Oregon
February 3, 1948
Volume 32 Part 3
Page 14594

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
W.C. Williams, Acting State Highway Engineer
W.W. Stiffler, 2nd Asst. State Highway Engineer
J.M. Devers, Chief Counsel
M.H. Hawke, Chief Auditor
G.W. Neuner, Assistant Counsel
H.B. Glaisyer, Secretary

* * * * * *

Bids for highway construction work were opened and read in conformity with previously published notice, following which Chairman Banfield announced that the awards of contracts would be made at 3:00 p.m. in the same room.

WASCO-HEPPNER SECONDARY HIGHWAY IN SHERMAN COUNTY

WEST COTTONWOOD CANYON SECTION

	$ 46,012.00
Gerald Miller, Portland	48,338.00
Vernie Jarl, Gresham	52,730.00
Stevenson Constr. Co., Salem	57,454.50
Hauser Constr. Co., Portland	59,327.00
Dobyns & Webb, Salem	79,021.00
C.J. Eldon, Portland	98,719.00
Heavy Hauling Co. Astoria	

* * * * * *

Portland, Oregon
May 25, 1948
Volume 33 Part I
Page 14929

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T.H. Banfield, Chairman
A.W. Schaupp, Commissioner
Ben R. Chandler, Commissioner
R.H. Baldock, State Highway Engineer
W.C. Williams, First Asst. State Highway Engineer
W.W. Stiffler, Second Asst. State Highway Engineer
M.H. Hawke, Chief Accountant
G.W. Neuner, Assistant Counsel
H.B. Glaisyer, Secretary

Mr. J.M. Devers, Chief Counsel, was excused. He returned to the meeting at 2:00 p.m.

* * * * * *

A delegation composed of County Judge J.L. Burns, Gilliam County; County Judge J.M. Wilson, Sherman County; H.L. Kirkpatrick, farmer, and F.B. Mercer, businessman, both of Condon, appeared before the Commission and urged further improvements to the Wasco Secondary State Highway No. 300 between Wasco and Condon. Mr. Kirkpatrick headed the group. He pointed out that this highway westerly from Condon for a distance of about five and one-half miles is now under contract for surfacing but from that point to the top of Cottonwood Grade, the road is unsurfaced and for the most part is impassable during the winter months. He urged the Commission to authorize the surfacing of this twelve-mile section. Judge Burns also urged this improvement which he alleged was one time promised by a former Highway Commission. The Commission agreed to inspect the road on one of its trips this summer.

Judge Wilson asked the Commission to consider the re-routing of this highway so that people wanting to go to DeMoss Springs will not have to travel several miles in a round about way, through Klondike, to get there. He suggested a direct connection extending east from the town of DeMoss Springs. The Commission agreed to inspect the project on one of its trips this summer.

* * * * * *

Portland, Oregon
September 20, 1949
Volume 34 Part II
Page 16152

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room of the Imperial Hotel. The following persons were present and participating:

T.H. Banfield, Chairman
Ben R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R.H. Baldock, State Highway Engineer

W.C. Williams, 1st Ass't. State Highway Engineer
W.A. Stiffler, 2nd Ass't. State Highway Engineer
J.M. Devers, Chief Counsel
C.W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
M.H. Hawke, Chief Accountant
H.B. Glaisyer, Secretary

* * * * * *

Mr. Van Rietmann, Condon, headed a delegation consisting of the following, which appeared before the Commission in the interests of the Wasco-Heppner Secondary Highway (ORE206), particularly the section between Condon and Wasco: State Senator Stuart Hardie, Gilliam County Judge James Burns, Ranchers Virgil Larson, George Caseburg, Luvard Caseburg, H.L. Burris, all of Condon; State Representative Giles French, of Moro; and Ranchers Ernest Sheull and Art VanGuider of Wasco. Mr. Rietmann presented a small sketch map showing roughly the location of the present highway and its condition between its terminals. He urged the improvement of the road from the standpoint of saving in distance between Condon and the junction with US30 at Miller, advising that improvement of this route will realize a saving of 17 miles compared with the present route by Arlington. He gave statistics of the tonnage of produce that is transported over the present road annually, and advised that it is the only traffic outlet for ranchers living more than ten miles west of Condon. He also mentioned that the only hospital facilities available for people in this district are in John Day and The Dalles, and that this road will provide a quick route for people of this district to secure accommodations at the hospital in The Dalles. He suggested that this road could be used as an alternate for US30 during periods when the latter highway is closed by reason of high water in the Columbia River.

Senator Hardie stressed the need for improvement of this highway before the next harvest season. Representative French also endorsed the project emphasizing the importance of completing the unfinished sections in order to realize savings in the transporting of wheat. He declared the project entirely feasible from the economic standpoint. He, too, stated that the road is important to provide better access to hospitals. He further stated that they do not expect the Commission to do all of the work in one year, but they would like to have it programmed for continuous construction so as to expedite completion within a reasonable length of time. Mr. Caseberg also spoke for the project, advising that the road in its present condition is very nearly impassable, that it needs surfacing, and that they expected some oiling on it this year. The delegation was advised that the Commission has this project in mind, and has provided in its construction program for some work, which it is planned to contract next year; that the oiling cannot be done during the winter season. Mr. Burris complained of the condition of the Cottonwood Grade Section. He stated that the gravel surfacing has not been constructed properly and that surface water runs down the center of the road for a distance of about two miles. He requested better maintenance, and construction of ditches adequate to convey the water to culverts that have been provided. The Engineer was instructed to look into the matter.

* * * * * *

Portland, Oregon
September 21, 1949
Volume 34 Part II
Page 16192

The meeting of the State Highway Commission reconvened at 8:30 p.m. in the Streamline Room of the Imperial Hotel, with the same persons present and participating.

* * * * * *

The Commission had under discussion the selection of projects for funds remaining unallocated in its Second Post War Construction Program, amounting to $4,483,000.

In the discussion of the above program matter, consideration was also given by the Commission to the following:

2. Construction of one mile of grade and 4.5 miles surfacing and oiling on the West Cottonwood Canyon Section of the Wasco-Heppner Secondary Highway: The Engineer estimated the cost of this work at about $80,000. The Commission deferred approval of the project pending a report from the Engineer on the probable cost to complete the entire section, it being the feeling of the Commission that the work contemplated should be extended, in preference to the grading and surfacing of the Secus Marsh-Langley Woods Junction Section of the Klamath Lake Secondary Highway, which work is estimated to cost $250,000. The Commission ordered funds for both projects held in reserve pending the rendition of the report and etion by the Commission

* * * * * *

Portland, Oregon
February 6, 1950
Page 16508

The State Highway Commission convened in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

T.H. Banfield, Chairman
Ben. R. Chandler, Commissioner
Chas. H. Reynolds, Commissioner
R.H. Baldock, State Highway Engineer
W.C. Williams, 1st Ass't. State Highway Engineer
W.W. Stiffler, 2nd Ass't. State Highway Engineer
J.M. Devers, Chief Counsel
C.W. Enfield, Assistant Counsel
Forrest Cooper, Right of Way Engineer
Malcolm H. Hawke, Chief Accountant
H.B. Glaisyer, Secretary

The Engineer requested instructions relative to the proposed surfacing of the Wasco-Heppner Secondary Highway from the John Day River westward toward the town of Wasco, for which an amount of $80,000 was considered in the preparation of the 1950-51 construction program. He said the project proposed at that time included the placing of fine crushed rock on a 7.2 mile section of this highway that was cleared and surfaced with base rock in 1948, and widening the grade and surfacing an additional two miles to a point where the road divides, one branch going to Wasco and the other to Moro; and were such projects carried through, it would result in a facility satisfactory for existing traffic for the entire section between the John Day River and Wasco. He suggested approval of the $80,000 allocation so the matter may be taken up with the Bureau of Public Roads, if it is the desire of the Commission to undertake the improvement this year. The Commission took the matter under advisement.

* * * * * *

Portland, Oregon
February 7, 1950
Page 16533

The meeting of the State Highway Commission reconvened at 9:00 a.m. in the Green Room in the Imperial Hotel with the same persons present and participating.

* * * * * *

The following people composed a delegation from Condon and vicinity, which appeared before the Commission regarding the further improvement of the Cottonwood Grade Section of the Wasco-Heppner Secondary Highway: Hon. Stuart Hardie, State Senator; Hon. James D. Burns, Gilliam County Judge; Charles Quinn, County Commissioner; Frank Mercer, Chairman, Highway Committee, Condon Chamber of Commerce; Virgil Larson, farmer; Robert Patching, farmer; C.K. Barker, stockman, all of Condon. Senator Hardie was spokesman for the group. He urged the Commission to authorize improvement of the ten-mile section of this highway extending westerly from a point about six miles west of Condon so that it can be used throughout all seasons of the year. He alleged that this ten-mile section has never been permanently located, graded or surfaced, and at certain times of the year is almost impassable, moreover, during the rainy season it is not maintained properly and water runs down the center of the road. He urged the improvement of this section and the balance of the highway between Condon and Wasco on the basis of creating a saving of some 80 miles of travel over the present route from Condon to Wasco via Biggs, which route, he said, has to be used extensively by traffic at certain times of the year because of conditions prevailing on the Condon-Wasco Highway. Senator Hardie endorsed the Commission's proposed program for constructing an oil surface on the West Cottonwood Grade Section of this Highway, and urged that the funds set up therefor be not transferred to any other project. In support of the oral arguments, Senator Hardie presented letters from the following: Condon Commercial Club; Gilliam County Court; Morrow County Court; Sherman County Court; Wheeler County Court; Moro Grain Growers' Association, and a joint resolution from the Wasco County Court, the Port of The Dalles, The Dalles Chamber of Commerce, and the City of The Dalles. Chairman Banfield advised that the Commission has ordered an economic survey of this road but the results of such survey have not yet been reported by the Engineer, so the Commission is not in position to take action today, but will do so when the report has been received and studied.

* * * * * *

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CLASS OF SERVICE
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WESTERN UNION

1201

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
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Ship Radiogram

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.LLC458 SSC435 1951 JUL 16 PM 4 26

PR.SMA201 NL PD=SALEM ORG 16=

D 7/17
2:30 PM

OREGON STATE HIGHWAY COMMISSION=
IMPERIAL HOTEL PORTLAND ORG=

THE MEMBERS OF MORROW COUNTY COURT RESPECTFULLY REQUEST EARLY COMPLETION OF HEPPNER - WASCO HIGHWAY AND ESPECIALLY THAT SECTION ON BOTH SIDES OF JOHN DAY RIVER. WE WHOLEHEARTEDLY SUPPORT EFFORTS OF GILLIAM - SHERMAN AND WASCO COUNTIES IN MEETING JULY 17=

GARNET BARRATT MORROW COUNTY JUDGE=

=17=.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

AGENDA

James Ogilvy

GILLIAM
COUNTY
CLERK

Jas. D. Burns: Judge
Frank M. Weatherford
Chas. W. Quinn
Commissioners

CONDON OREGON

July 10, 1951

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear M. Glaisyer:

This will acknowledged your letter of July 9, 1951, in which you have granted the County Court of Gilliam County, a fifteen minute hearing, on the Wasco Heppner Secondary Highway, for 2:30 P. M. July 17, 1951.

The members of the County Court will be present for this hearing at the scheduled time, as given in your letter.

Very truly yours,

James Ogilvy
James Ogilvy, Clerk
GILLIAM COUNTY

D

July 9, 1951

Mr. James Ogilvy, Clerk
Gilliam County
Condon, Oregon

Dear Mr. Ogilvy:

I have just received your letter of July [illegible], 1951 requesting in behalf of the County Court a hearing before the State Highway Commission at its next meeting to discuss the possibilities of securing an additional improvement of the Wasco Heppner State Secondary Highway from the John Day River Bridge to the west end of the project now under way, particularly the resurfacing of such section with crushed rock material.

The Highway Commission will be pleased to grant the County Court a hearing on this subject. Its next regular meeting is scheduled to be held in Portland on Monday and Tuesday of next week, July 16 and 17. Delegations will be heard on the second day, Tuesday, July 17. I am reserving 15 minutes of time on that day, starting at 2:30 p.m. for the convenience of the court.

The Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel.

Incidentally, an appointment has not previously been requested by Mayor Bryce Logan.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: Hon. James D. Burns
County Judge

Commissioners
R. H. Baldock
W. C. Williams

17

D

2:30 PM

James Ogilvy
GILLIAM COUNTY CLERK
ARLINGTON
CONDON OREGON
Jas. D. Burns: Judge
Frank M. Weatherford
Chas. W. Quinn
Commissioners

July 6, 1951

State Highway Commission
Salem, Oregon

Gentlemen:

The County Court has asked that I write to you regarding Highway 206 (Heppner-Condon-Wasco) upon which you are having work at this time.

There is the stretch from Cottonwood Bridge over the John Day river to the west end of your present project that is covered with river gravel. That part of the road will be the bottle neck when your present contract is completed because of the type of rock and the fact that' it is apparently not as satisfacory as the crushed gravel.

With the rock crusher at its present location, it would appear to the Court and to other taxpayers, that now would be an economical time to complete the surfacing of that section of the road for a few miles east of the bridge.

The Court would like an opportunity of presenting its case before your Commission at its next meeting. If you can give it a hearing, please let us know the proper time.

Mayor Bryce Logan may have already contacted you regarding this appointment, and if so, of course it's only one appointment that is wanted.

see also It. [illegible] 4-2

ACKNOWLEDGED
H. B. GLAISYER

2:30 PM
July 17

Sincerely,

Gilliam County Court

By James Ogilvy
Clerk

D

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3569

July 9, 1951

Senator Stewart Hardie
Condon
Oregon

Dear Senator Hardie:

In reply to your communication of July 3, please be advised that I will discuss with the Highway Commission at its next meeting the matter of covering the coarse rock with crushed rock on the Cottonwood grade.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. H. B. Glaisyer

RECEIVED
FOR FILING

111-16-1

[illegible]

July 9, 1951

Mr. Simon B. Barker
Condon, Oregon

Dear Sir:

In replying to your letter of July 1, I am sorry to advise that it will not be possible to include the five miles of surfacing from the top of Cottonwood Grade to the bridge in the existing contract. Oregon laws do not permit the extension of a contract in such a manner, and it, therefore, cannot be considered now.

We thank you for your interest in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

REFERRED TO
Williams
BY SECRETARY

Condon, Oreg on .
July 1, 1951.

NOTED
W. C. WILLIAMS

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

It is my understanding that you are graveling 17 miles of Oregon State Highway #206, this leaves 5 miles of very poor road from the top of the grade to the Cottonwood Bridge.

While we all appreciate the fact that this portion of the road is being improved, it would appear to be a good policy to complete the road to the Cottonwood bridg e while the crusher is established a t the present site.

Kindly give this matter your attention.

Yours truly,

Simon B Barker
Simon B. Barker,

SBB/K.

RECEIVED
MAY 31 1951
FOR FILING

111-1011

3569

May 29, 1951

Mr. Arthur A. Van Gilder
Box 375
Wasco, Oregon

Dear Mr. Van Gilder:

This is to acknowledge receipt of your letter of May 22, 1951 in which you urge the State Highway Commission to construct an oiled surface on the [illegible] Section of the Wasco County State Secondary Highway No. 206.

Your letter was not received early enough to be presented to the Highway Commission at its meeting last week, but I will be pleased to bring it to the attention of the members of the Commission when the matter comes up again for discussion.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Commissioners
R. H. Baldock
W. C. Williams

May 22, 1951

State Highway Commission
Salem, Oregon

Dear Sirs:

I am writing in regards to Cotton Wood Grade--Gilliam County side highway No. 206 where I have 1100 acres under cultivation near the top of the grade, also doing farm work at Wasco which is my residence.

As you can see this road is of extreme importance to me as I travel it constantly. At present I haul my wheat to Condon, a distance of 25 miles instead of hauling to Hay Canyon elevator on highway 206 which is a distance of 14½ miles from my ranch. I am forced to haul to Condon because of the deplorable condition of Cotton Wood grade.

In its present condition grading doesn't do too much good as the steepness of the grade caused the first few vehicles over it to kick the rocks around and all is left is a rough road which does not give good traction especially for a truck. In my opinion the only lasting practical solution would be to black top the road.

If this road were fixed I could save a considerable sum per year because of the differential in the freight rates between Condon and Hay Canyon.

Thanking you for your consideration in this matter, I remain,

Respectfully yours,

Arthur A. Van Gilder

Arthur A. Van Gilder
Box 375
Wasco, Oregon

RECEIVED
1951

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
1951
FOR FILING

111-[illegible]-11

3517

April 11, 1951

Hon. C. A. Tom, County Judge
Rufus,
Oregon

Dear Judge Tom:

This is to acknowledge receipt of your letter of April 9 stating your inability to meet with the State Highway Commission at its meeting this week, and also calling to the Commission's attention the need for certain highway improvements in your County.

I will bring your letter to the attention of the Highway Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG/fm

cc - State Highway Commission
R. H. Baldock
W. C. Williams

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Wasco-Heppner

WASCO-HEPPNER HIGHWAY

Projects Contracted 1947-1950

East Cottonwood Canyon, 5.22 miles grading and topping. Awarded October 27, 1947, to Gerald Miller. Completed September 16, 1948.	Total Cost	$85,097
West Cottonwood Canyon, 3.52 miles grading. Awarded February 3, 1948, to Gerald Miller. Completed November 30, 1948.	Total Cost	$60,834
East Cottonwood Canyon-York Ranch, 4.47 miles grading, 10.37 miles crushed rock surfacing, Awarded December 19, 1950, to Rush Construction Co. Specified date of completion August 31, 1951.	Estimated Cost	$84,000

April 10, 1951

TOM
UFUS, OREGON

NDA

COMMISSIONERS
VERNON I. MILLER
RUFUS, OREGON
LESTER WILSON
KENT, OREGON

COUNTY COURT
COUNTY OF SHERMAN
~~MORO~~, OREGON

D

April . 9 I95I.

re-4e

Hon state Highway Commis.
Salem Ore.

Dear Sirs;

I have been invited by the gilliam deligation to attend a meetingo of state highway in defense of cotton wood grade. I find myself unable to do so on acount of the late farm season.
Frankly my court hs no intention telling you how to build roads. Of course we are interested in seeing the early completion of same.

I just made an extensive survey of the county asto roads I find 97 in the worst shape of any highway in my remembrance , there are stretches for yards where it is impossible to pass cars before stopping . There are I7 miles betwwen grassValley and Kent that is almost impassible.
The road is so bad the big trucks are running on the shoulders.

I would pleased to know when we will get money to finish the wasco fulton canyon road.

The scott canyon road held well for the beating it stood this spring.

Thanks Mr williams for the accident maps.

Also for the future when you take over the Wasco Scott canyon road as east 97 as ½ of the east travel passes over this road.

I am very truly.

Letter evidently from Judge Tom (see envelope)

TO COMM

ACKNOWLEDGED
H. B. GLAISYER

D

28

AGENDA
APR 1[illegible] 1951

March 23, 1951

Mr. G. W. Kaseburg
615 Liberty Street
The Dalles, Oregon

Dear Mr. Kaseburg:

I am informed by Mr. R. H. Baldock, State Highway Engineer, that you and a group representing residents of Sherman and Gilliam Counties wish to appear before the State Highway Commission at its next meeting to discuss the further improvement of the Wasco-Condon Secondary Highway. Mr. Baldock, I believe, informed you that the next meeting of the Commission would be held in Portland on Friday, April 13, and that the group could have fifteen minutes of time, starting at 2:15 p.m. on that day. This note is simply to confirm the reservation.

The Highway Commission holds its meetings in the Green Room on the first floor of the Imperial Hotel in Portland.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ehr

cc Members of the Commission
R. H. Baldock
W. C. Williams

2:15 PM
4/13/51

D

IVED

[illegible]

[illegible]

Wasco-Heppner Sec

March 20, 1951

Oregon State Highway Commission

Gentlemen

I attach hereto a copy of a letter dated March 15, 1951, addressed to me by George W. Kaseberg of The Dalles. I can find no assurance from the Commission that the Cottonwood Canyon Section would be surfaced in the year 1949 or at any other time. I do give you herein information thereon.

On September 20, 1949 a delegation from Gilliam County, represented by Senator Hardie, including County Judge Burns, George Kaseberg, Representative Giles French, and others, appeared before the Commission and requested further improvement, pointing out the need for surfacing and that they expected some oiling on it this year. The delegation was advised that the Commission has this project in mind and has provided, in its construction program for some work which it is planned to contract next year and that oiling work could not be done during the winter season. The above information is taken from page 16152 of the Commission minutes of September 20, 1949.

Again, on February 7, 1950, a delegation from Gilliam County consisting of Senator Hardie, Judge Burns, and others, appeared before the Commission and requested the improvement of a ten-mile section of the Wasco-Heppner Highway extending westerly from a point six miles west of Condon, so that it could be used throughout all seasons of the year. Senator Hardie, as spokesman, alleged that this ten-mile section has never been permanently located, graded, or surfaced, and at certain times of the year is almost impassable. They urged improvement of this section and the balance of the entire highway between Condon and Wasco. Chairman Banfield advised the delegation that an economic survey had been ordered, and the Commission was not in a position to take action until the survey report had been received and studied. The above is taken from page 16533, Commission minutes of February 7, 1950.

Subsequent to this meeting the Highway Commission authorized grading and surfacing of this ten-mile section, which is designated as the East Cottonwood Canyon-York Ranch Section, and contract for the work was let on December 19, 1950 under contract authorization of $83,888.

In addition to this contract, the following contracts have been awarded and completed on the Wasco-Heppner Secondary Highway since 1947:

Hay Creek-Condon Section; grade, surface, and oil; awarded June 17, 1947; completed at cost of $157,000;

East Cottonwood Canyon Section; grade and surface; awarded October 22, 1947; completed at cost of $85,200;

West Cottonwood Section; grading and surfacing; contract awarded February 3, 1948; completed at cost of $59,322.

Based on the above information, I can find no commitment of the Commission that remains unfulfilled as of the present date.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me
cc Mr. W. C. Williams

March 20, 1951

Mr. George W. Kaseberg
615 Liberty
The Dalles, Oregon

Dear Sir:

Your letter of March 15, having reference to the surfacing of the Cottonwood Canyon Section of the Wasco-Heppner Highway, will be brought to the attention of the State Highway Commission at its next meeting in Portland.

You will be advised of the Commission's action.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. B. Glaisyer

The Dalles, Oregon.
March 15,1951.

Mr,R.H.Baldock
State Highway Enginer,
Salem,Oregon

This letter is written in the intrest of the Wasco-Heppner Highway,to remind you of the promise made by the Commission to surface the Cottonwood Canyon section, This was supposed to be done in the year of 1949but was not.
In the fall of that year a delegation from Gilliam and Sherman Count~~t~~ies came before the Highway Commission asking that the road be completed as scheduled and was informed it was to late in the season to do any more paving and that it w ould be on the agenda for 1950 and would be done in the following spring; 1950 is past and the road is as bare of pavement as ever.
As a member of that delegation I am asking you Mr. Baldock to propose to the Highway Commission the comple~~s~~tion of this section of the road this spring.

Thanking you I remain

Yours very truly

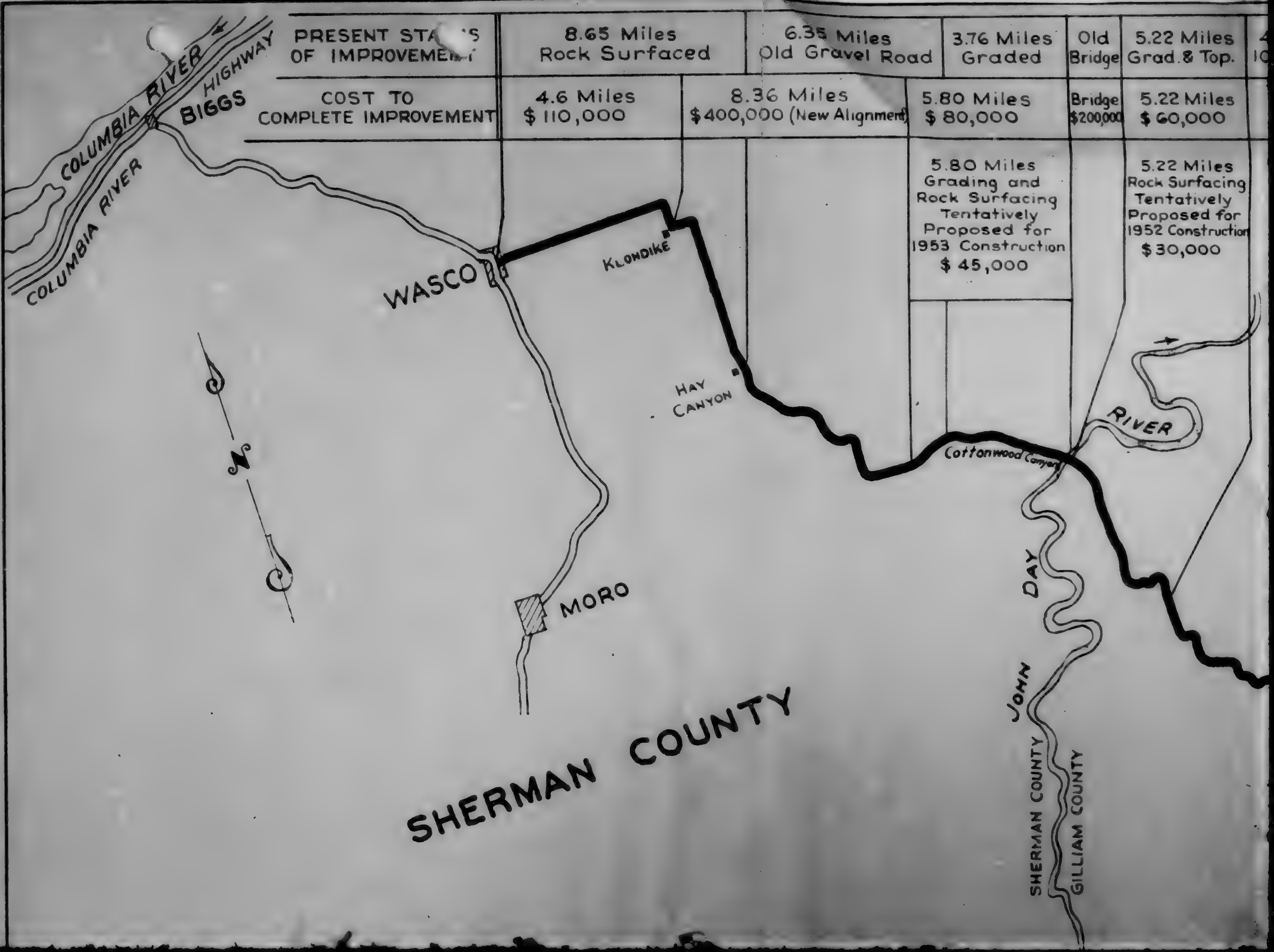
Geo. W. Kaseberg

Geo. W. Kaseberg

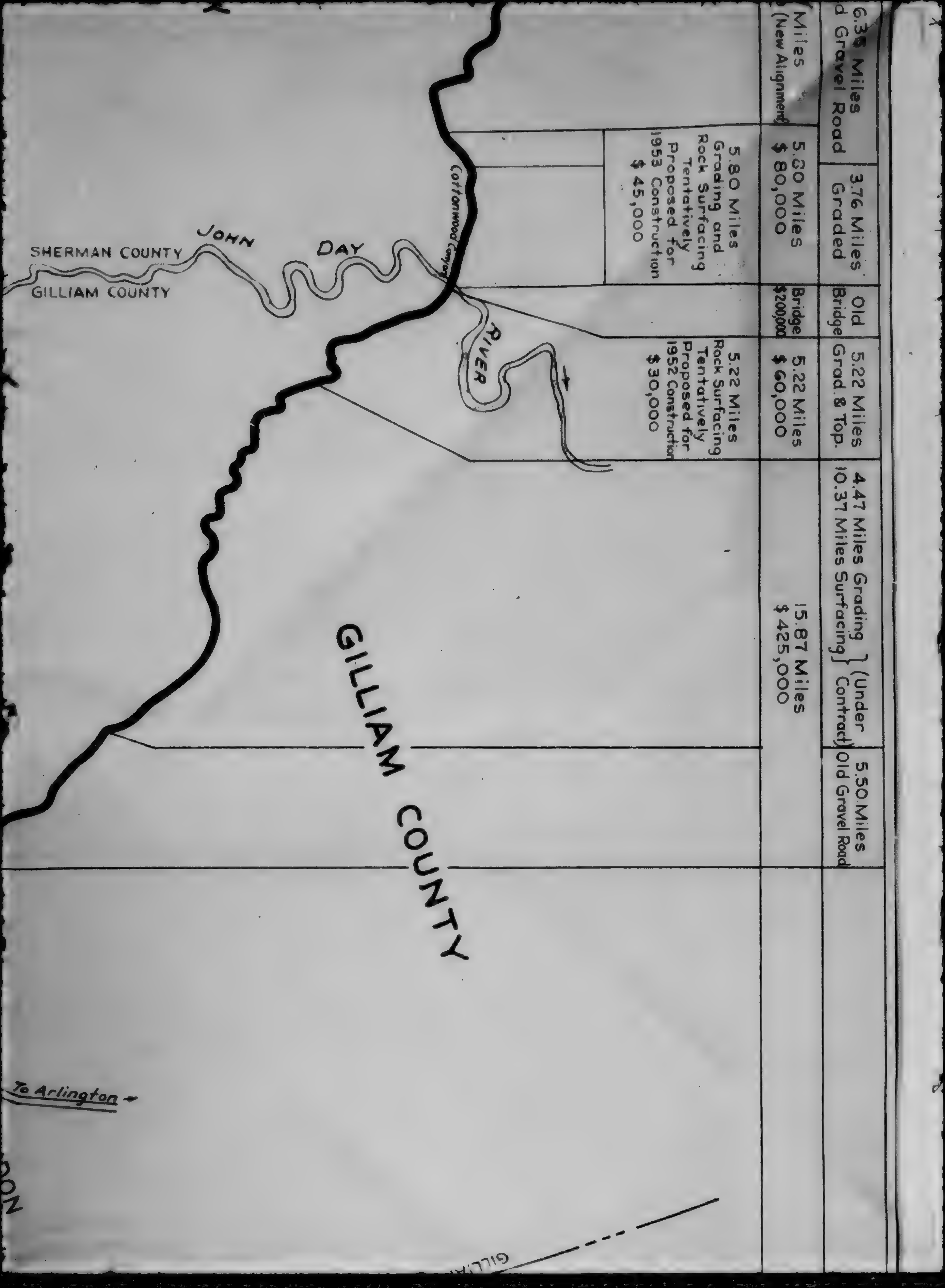
The Dalles. Oregon
615 Liberty

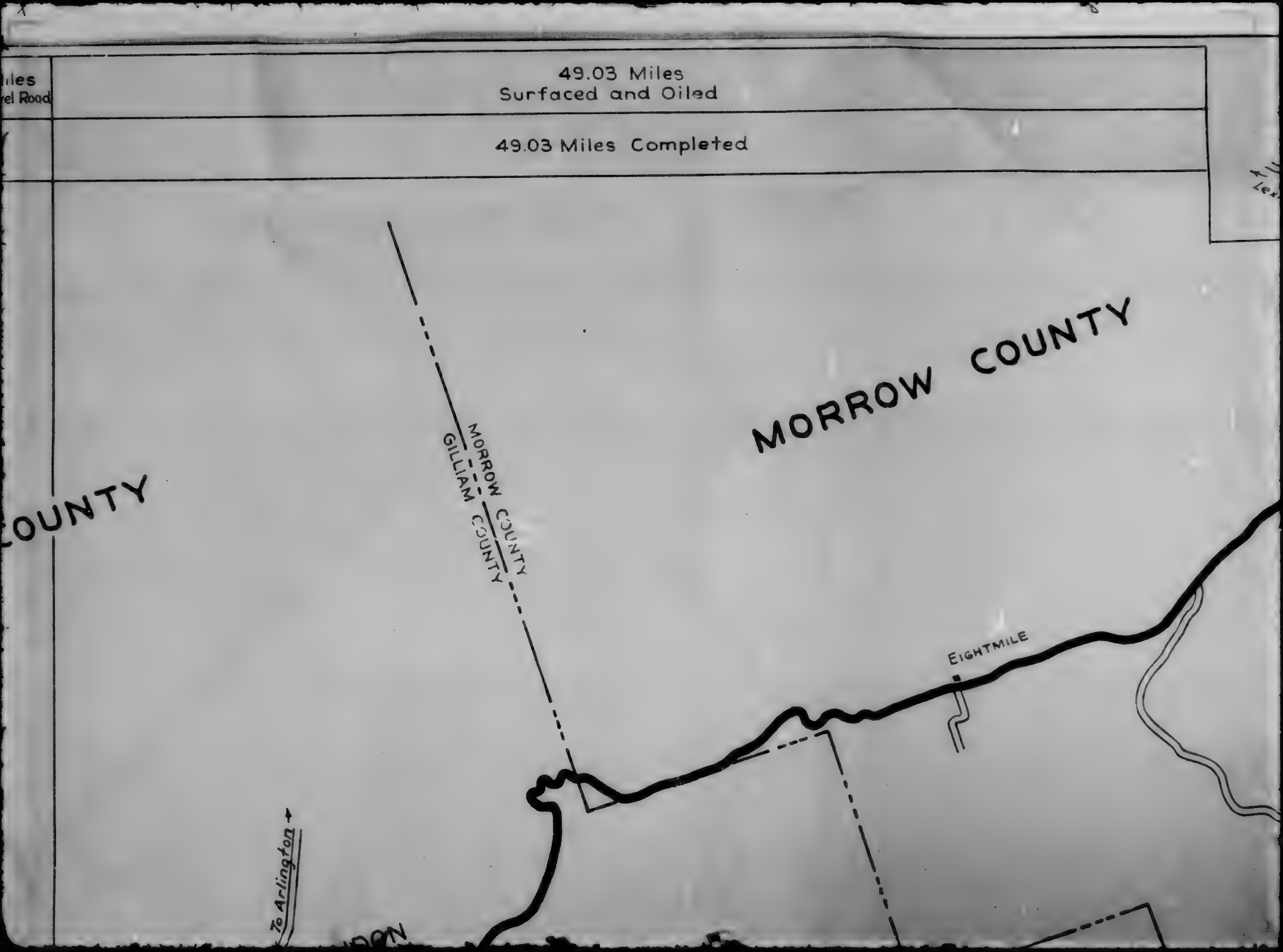
NOTED
W. C. WILLIAMS

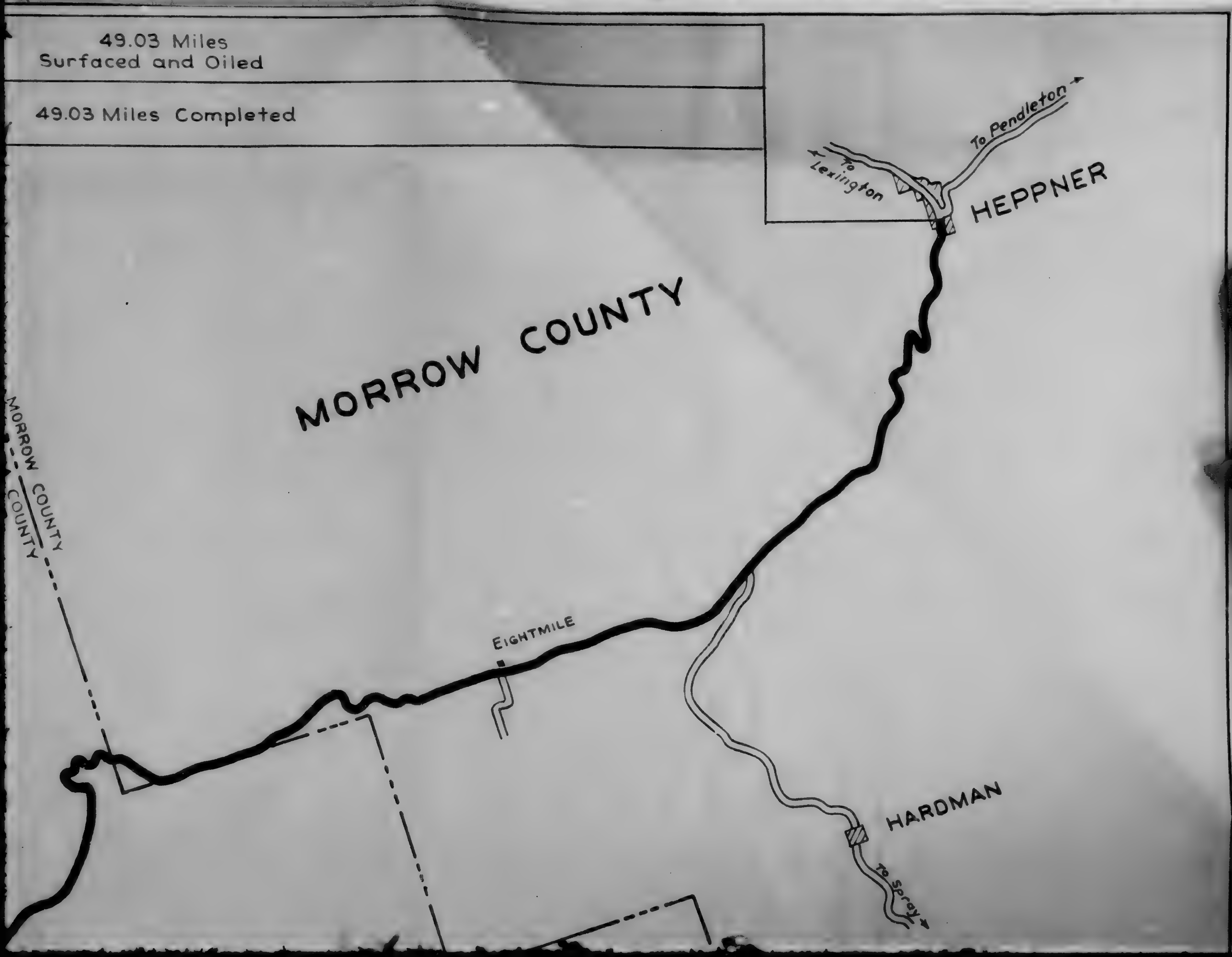
RECEIVED
[illegible] 1951
OREGON
STATE HIGHWAY COMMISSION

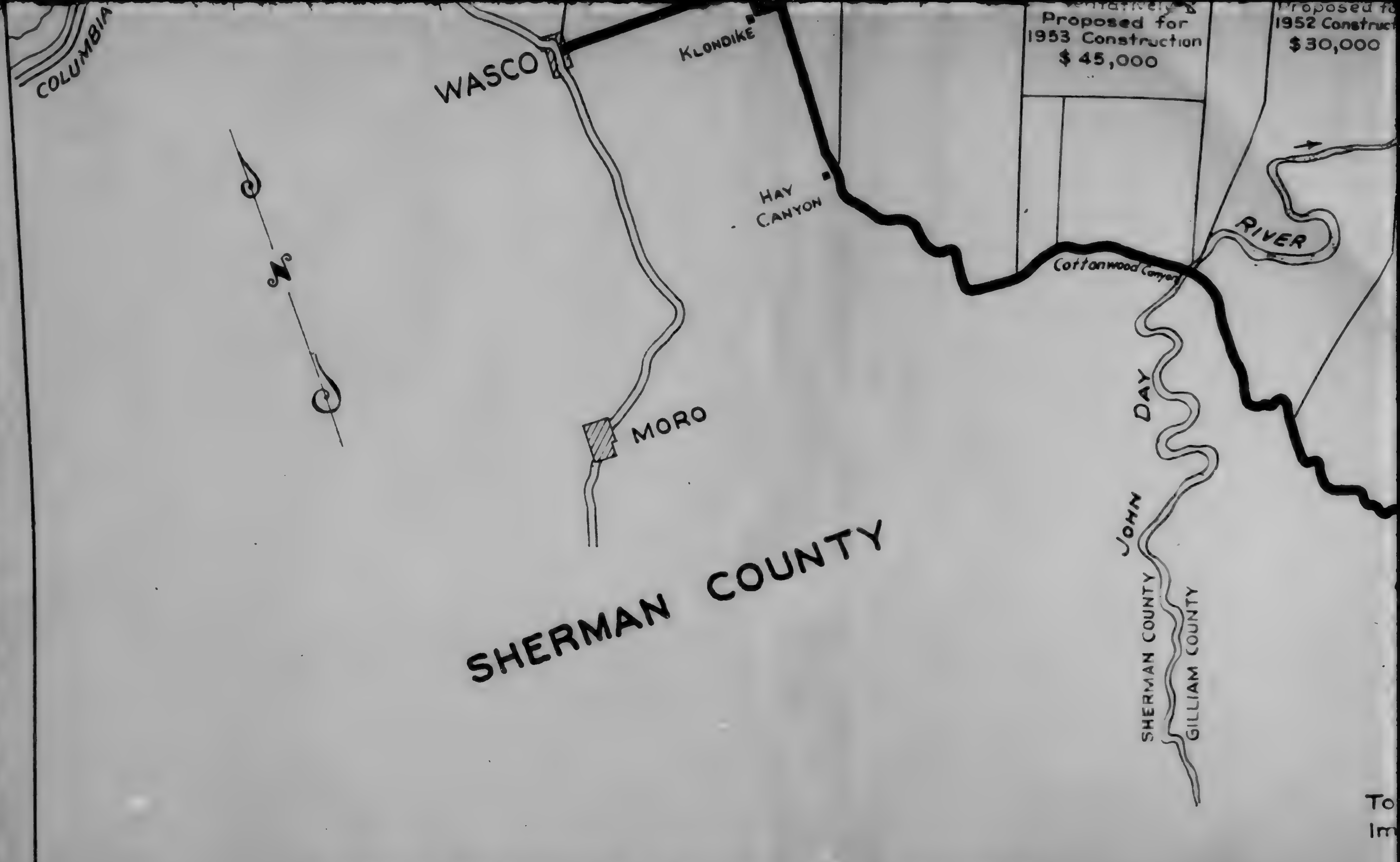

COLUMBIA RIVER
COLUMBIA RIVER
HIGHWAY
BIGGS
WASCO
KLONDIKE
HAY CANYON
MORO
N
SHERMAN COUNTY
Cottonwood Canyon
RIVER
JOHN DAY
SHERMAN COUNTY
GILLIAM COUNTY

PRESENT STATUS OF IMPROVEMENT	8.65 Miles Rock Surfaced	6.35 Miles Old Gravel Road	3.76 Miles Graded	Old Bridge	5.22 Miles Grad. & Top.
COST TO COMPLETE IMPROVEMENT	4.6 Miles $ 110,000	8.36 Miles $400,000 (New Alignment)	5.80 Miles $ 80,000	Bridge $200,000	5.22 Miles $ 60,000
			5.80 Miles Grading and Rock Surfacing Tentatively Proposed for 1953 Construction $ 45,000		5.22 Miles Rock Surfacing Tentatively Proposed for 1952 Construction $ 30,000


6.3 Miles
d Gravel Road
Miles
(New Alignment)
3.76 Miles
Graded
5.80 Miles
$ 80,000
5.80 Miles
Grading and
Rock Surfacing
Tentatively
Proposed for
1953 Construction
$ 45,000
Old
Bridge
Bridge
$200,000
5.22 Miles
Grad. & Top.
5.22 Miles
$ 60,000
5.22 Miles
Rock Surfacing
Tentatively
Proposed for
1952 Construction
$ 30,000
4.47 Miles Grading
10.37 Miles Surfacing
(Under
Contract)
15.87 Miles
$ 425,000
5.50 Miles
Old Gravel Road
SHERMAN COUNTY
GILLIAM COUNTY
JOHN
DAY
RIVER
Cottonwood Canyon
GILLIAM COUNTY
To Arlington
GILLIA


iles
el Road
49.03 Miles
Surfaced and Oiled
49.03 Miles Completed
COUNTY
MORROW COUNTY
GILLIAM COUNTY
MORROW COUNTY
EIGHTMILE
To Arlington
DON


49.03 Miles
Surfaced and Oiled
49.03 Miles Completed
MORROW COUNTY
MORROW COUNTY
COUNTY
EIGHTMILE
To Lexington
To Pendleton
HEPPNER
HARDMAN
To Spray


COLUMBIA
WASCO
KLONDIKE
HAY CANYON
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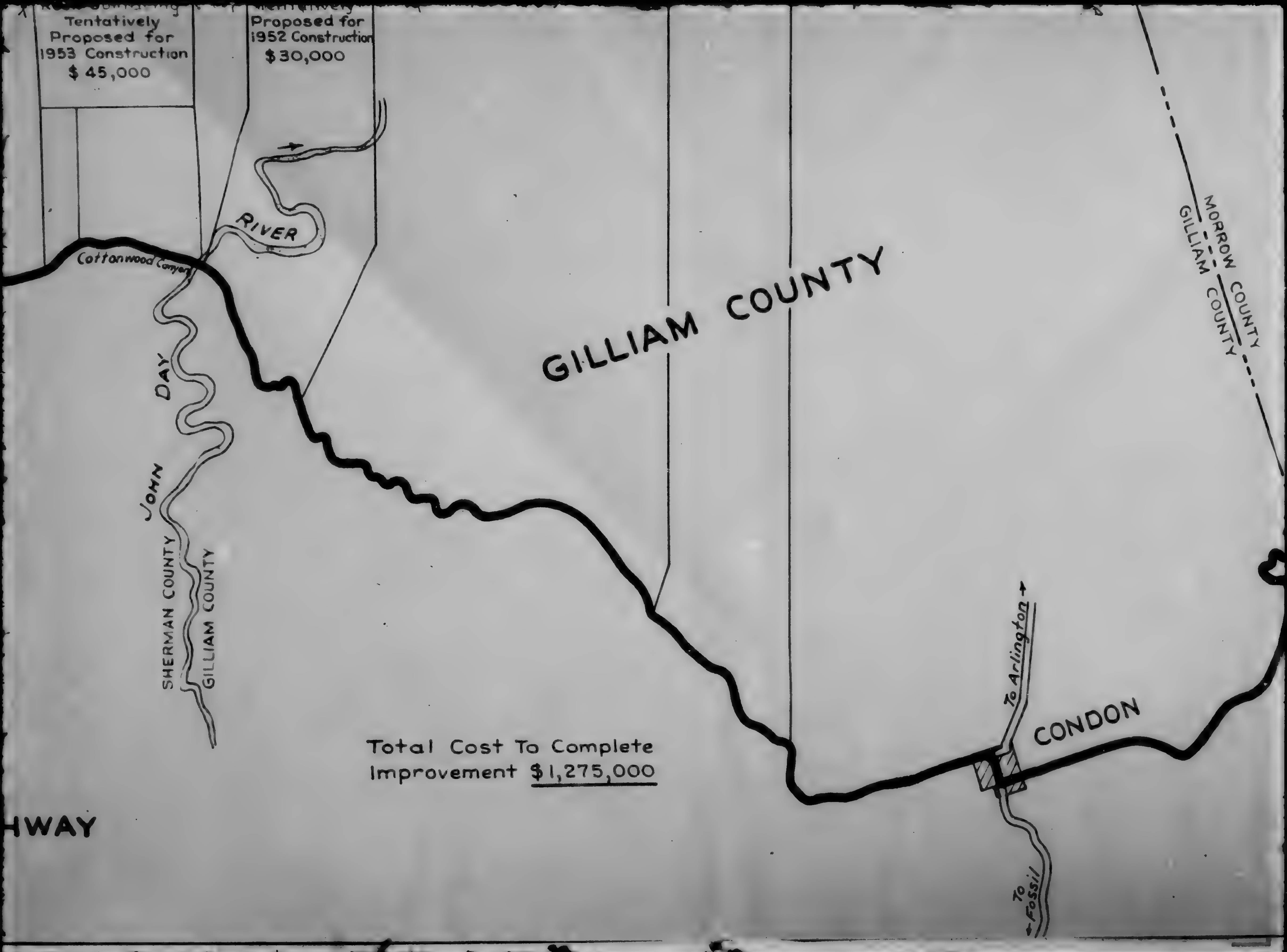
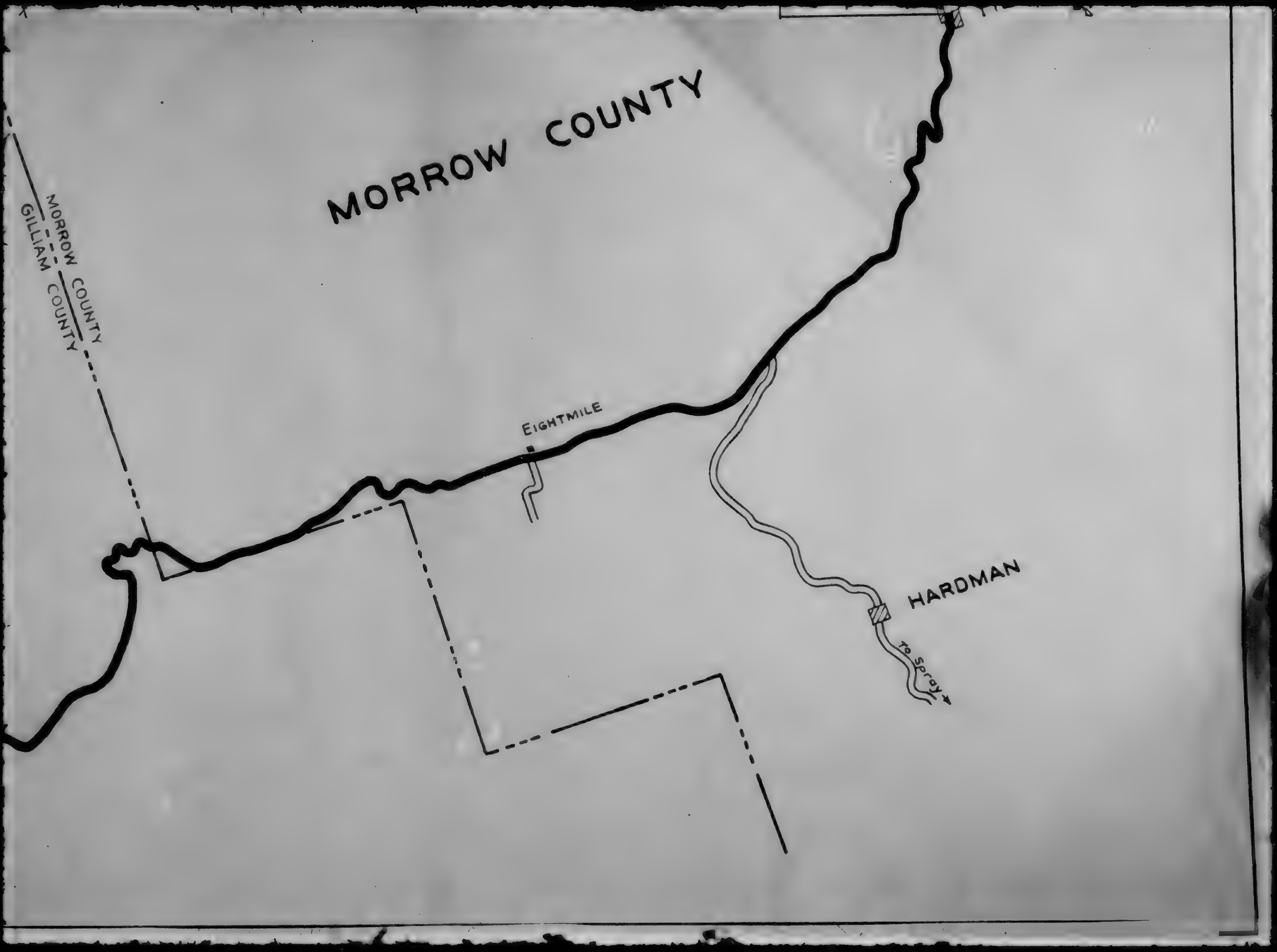
N
SHERMAN COUNTY
Proposed for
1953 Construction
$ 45,000
Proposed fo
1952 Construc
$30,000
RIVER
Cottonwood Canyon
JOHN DAY
SHERMAN COUNTY
GILLIAM COUNTY
To
Im

WASCO-HEPPNER SECONDARY HIGHWAY

April, 1951


Tentatively
Proposed for
1953 Construction
$ 45,000
Proposed for
1952 Construction
$30,000
RIVER
Cottonwood Canyon
JOHN
DAY
SHERMAN COUNTY
GILLIAM COUNTY
GILLIAM COUNTY
MORROW COUNTY
GILLIAM COUNTY
Total Cost To Complete
Improvement $1,275,000
To Arlington
CONDON
To Fossil
HWAY


MORROW COUNTY
MORROW COUNTY
GILLIAM COUNTY
EIGHTMILE
HARDMAN
To Spray

RF-309(5) Forest Boundary-Mill Creek 1951
Section of the Warm Springs
43570 Highway.

February 18th, 1953

FINAL COST ANALYSIS
Forest Boundary-Mill Creek
Warm Springs Highway
Pavement Resurfacing Prefix 33-1024 FAP-PF 309(5)

Contract 3570
Contractor - ~~Babler~~ Babler & Rogers

Resident Engineer - Tom Opedal

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class "B" Asphaltic Concrete	45,052.42	Tons	$5.70	$4.85	$218,362.55	$256,798.79
3/4"-0" Material in Shoulders	13,980	Cu. Yd.	2.50	2.28	31,894.93	34,950.00
Sprinkling	388.8	M/Gal.	2.00	1.77	687.47	777.60
3/4"-½" Cr. Material in Stockpile	610.3	Cu. Yd.	3.00	2.34	1,428.10	1,830.90
½"-¼" Cr. Material in Stockpile	2,323.8	" "	3.00	2.34	5,437.69	6,971.40
¼"-#10 Cr. Material in Stockpile	1,642.5	" "	3.00	2.34	3,843.45	4,927.50
3/4"-0" Cr. Material in Stockpile	1,043.3	" "	2.50	2.33	2,435.09	2,608.25
¼"-0" Cr. Material in Stockpile	1,061.9	" "	3.00	2.34	2,484.35	3,185.70
PA #1, Purchase Excess ¼"-#10 Agg. in SP	2,080	" "	2.50	2.09	4,357.26	5,200.00
PA #1, Purchase Excess 3/4"-0" Mat'l. in SP	539	" "	2.50	1.95	1,049.22	1,347.50
PA #1, Purchase Excess Paving Plant Rejects in Stockpile	820	" "	0.25	0.25	205.00	205.00
					$272,185.11	$318,802.64

Gross Revenue	$318,802.64
Total Cost	272,185.11
Net Profit	$ 46,617.53

Net Profit Equals 14.6% of Gross Revenue

Forest Boundary-Mill Creek
Contract #3570

Detail of Cost

Labor:				
Supervision			$ 2,850.00	
Labor			64,686.21	
Labor Insurance			4,052.17	
				$71,588.38
Materials:				
86-100 Asphalt Used in Plant Mix	2,572.33 Ton	at $22.00	$56,590.82	
Freight on Asphalt	2,572.33 "	" 5.05	12,991.91	
				69,582.73
Equipment Rentals & Misc. Supplies:				
Equipment Rentals (Owned)			$62,368.11	
" " (Hired, Fully-operated)			24,739.20	
Gas, Oil & Grease			16,575.55	
Heating Oil			5,753.85	
Bond			2,540.18	
P.U.C.			654.26	
P.L. & P.D. Insurance			893.17	
Small Tools & Misc. Supplies			3,375.60	
Move In, Freight & Cartage			4,550.00	
Home Office & General Overhead			9,564.08	
				131,014.00
Total Cost				$272,185.11

Forest Boundary-Mill Creek
Contract #3570

Remarks:

This was a "Federal Aid Project" for resurfacing 18.15 miles of highway roadbed on the Forest Boundary-Mill Creek Section of the Warm Springs Highway in Wasco County.

This project was bid and awarded August 20th, 1951. Work started September 4th, 1951, and was completed September 29th, 1952.

The contractor moved in his crushing plant to a gravel pit located 2.1 miles west of M.P. 20.91, on September 4th, 1951, started crushing gravel September 19th, and operated two 9-hour shifts after the first week. A total of 60,143 cu. yds. of gravel was crushed in approximately 738 hours, for an average of 81.5 cu. yds. per hour.

Equipment used: 3-crusher crushing plant, two 15 cu. yd. Euclid scrapers and D-8 cat and dozer loading and hauling to the crusher; one D-8 cat and dozer feeding crushing plant. Approximately 40,000 cu. yds. of the gravel crushed was stockpiled near the crushing plant to be used in Class "B" asphaltic mix and for shoulder material, and the balance of the material was hsuled and stockpiled at the designated stockpile sites.

The crushing was completed and the crushing plant moved out the week ending November 24th, 1951, and no time was lost on account of wet weather.

The contractor moved in and set up a Pioneer continuous mix paving plant the week of July 19th, started mixing and placing asphaltic concrete July 23rd, 1952, and completed paving September 11th, 1952. A total of 45,052.42 tons of asphaltic concrete was mixed and laid in a total of 374.5 hours, for an average of 120 tons per hour, which was very good production. The material was hauled with fourteen 7 cu. yd. trucks and handled on the street with a Barber-Greene paver and two rollers. The average haul on the material was 8.5 miles.

The shoulder material was loaded with a D-4 tractor with a 1½ cu. yd. bucket into seven 7 cu. yd. trucks and handled on the street with a blade and roller.

The contractor had good bid prices, equipment and supervision and excellent production, realizing a nice profit.

E. H. Clymer
Chief Cost Analyst

By . . George Kayser

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BF - 309(5)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 27, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3570	7-final	**Babler & Rogers**	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
664	R-58330	$ 9,237.57	1/26/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: **None**

Completion Date: Sep. 27, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-27-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 28 1953
a a Wicklander

NOTED ON CARD

357

Form PR 2 (Revised 1946)

160

State Oregon

Federal Aid Bond Issue
Project No. BF-309(5)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 24th day of July, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 3rd day of August, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred nineteen thousand and 00/100 dollars ($219,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by ~~[illegible]~~ ~~[illegible]~~ by Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Issues	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 358+41.7, at the boundary between the Mount Hood National Forest and the Warm Springs Indian Reservation and survey station 1174+70 at the south boundary of Section 36, T. 8 S., R. 11 E., W.M., the Jefferson County Line, except stations 971+30 to 976+65,

, length 18.154 miles, in Wasco County, being Oregon Federal Aid / Bond Issue project No. BF-309(5), consisting of 18.154 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~[illegible]~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **two hundred nineteen thousand and 00/100** dollars ($**219,000.00**), which does not exceed the authorized Federal pro rata share of **three hundred fifty-three thousand, three hundred nine and 00/100** dollars ($**353,309.00**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) **Chapter 529, Laws 1939.**

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M P McEvoy
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

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★JAN 15 1953★
DIVISION 8

Oregon State Highway Department

Federal Aid Project
No. HF-309 (5)

FOREST BOUNDARY-MILL CREEK SECTION OF THE
WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 17, 1952

Type Code 6201
(Sta. 358+41.7 to 1174+70.0)

47,000	tons	Class "B" Asphaltic Concrete	$ 5.70	$267,900.00
220	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	8,800.00
1,300	cu. yds.	¼" to #10 Aggregate in Seal Coat	5.00	6,500.00
14,900	cu. yds.	3/4" - 0 Material in Shoulders	2.50	37,250.00
370	M-gals.	Sprinkling	2.00	740.00
			Subtotal	$321,190.00
			10% Engr. & Cont.	32,119.00
			Total	$353,309.00

Length of Roadway	18.114 miles
Length of Warm Springs River Bridge	0.040 mile
Length of Mill Creek Bridge (Except.)	0.101 mile
Net Length	18.154 miles
Total Length	18.255 miles
Cost per Mile	$19,461.77

NOTE: Paving is to be constructed over Warm Springs River Bridge

Federal Funds- -	$219,000.00
State Funds- -	134,309.00
	$353,309.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951.
State Funds for Maint.: Chap. 529, Laws 1939.

FOREST BOUNDARY-MILL CREEK SECTION

PROJECT NO. BF-309 (5)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 1, 1951

Oregon State Highway Department　　Federal Aid Project No. HF-309 (5)

3570

FOREST BOUNDARY-MILL CREEK SECTION
OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 1, 1951

Type Code 6201
(Sta. 358+41.7 to 1174+70.0)

47,000	tons	Class "B" Asphaltic Concrete	$ 6.25	$293,750.00
220	tons	RS-1 Emulsified Asphalt in Seal Coat	40.00	8,800.00
1,300	cu. yds.	¼" - #10 Aggregate in Seal Coat	4.00	5,200.00
14,900	cu. yds.	3/4" - 0 Material in Shoulders	3.00	44,700.00
370	M-gal.	Sprinkling	3.00	1,110.00
			Subtotal	$353,560.00
			10% Engr. & Cont.	35,356.00
			Total	$388,916.00

Length of Roadway	18.114 miles
Length of Warm Springs River Bridge	0.040 mile
Length of Mill Creek Bridge (Exception)	0.101 mile
Net Length	18.154 miles
Total Length	18.255 miles
Cost per mile	$21,423.15

Note: Paving is to be constructed over Warm Springs River Bridge

Federal Funds- -	$241,000.00
State Funds- -	147,916.00
	$388,916.00

RECEIVED
JAN 1 1953
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BF-3[illegible]

January 13, 1953

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3570 for resurfacing on the Forest Boundary-Mill Creek Section of the Warm Springs Highway in Wasco County was completed by the contractor, Babler & Rogers, on September 27 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $9,237.57 will be released to the contractor on or after January 23, 1953. The total contract amount is $318,802.64, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We aresending you this notice as you appear as the surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carle,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

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BF - 309(5)

[illegible]

Files

January 9, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 27, 1952, on Contract No. 3570, Forest Boundary-Mill Creek Section, in connection with Federal Aid Project No. BF-309(5).

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: John Cattrall
W. C. Williams

DBF/ajs

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2-70

October 24, 1952

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N.Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Babler & Rogers on contract No. 3570, covering resurfacing on the Forest Boundary-Mill Creek Section of the Warm Springs Highway in Wasco County. This payment, in the amount of $35,368.57, will be made on or after November 3, 1952. The retained percentage is $9,574.18.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - The Fidelity & Casualty Co. of New York
Hallett, Fisher & Carlo, Inc.
U.S. National Bank Bldg.,
Portland 4, Oregon

NOTED ON CARD
10-24-52, gC

Form E-1

[illegible]
3570

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 4, 1952

Section Forest Boundary - Mill Creek

Kind of work Pavement resurfacing

Highway Warm Springs

Section prefix 33-1024

Contractor Babler & Rogers

Contract number 3570

Date of contract August 20, 1951

Date of completion October 31, 1952

Date work started September 4, 1951

Estimated date of completion September 29, 1952

Amount of contract . . . . $ 338,690.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering . . . . $ 371,431.05

Per cent of contract completed, based on total contract price . . . . 93 %

Engineering cost to date $ 9300.00, 34 %

Date project was completed September 29, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed project Monday.

Party of two working on estimate data.

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OFFICE OF
[illegible]

Signed

Address P.O. Box 4699, Sellwood Sta., Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					18.18
Miles partially completed					
Miles completed					18.18
Total estimated quantities					47,000
Estimated quantities moved or placed to date					45,050
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					4
Average force on project for week					1

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED

FOR FILING

BE-309 (5)

3570

September 25, 1951

Babler & Rogers
4617 S. E. Milwaukie Ave.
Portland 2, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3570, which was awarded to you on August 20, 1951 by the State Highway Commission, for resurfacing on the Forest Boundary-Mill Creek Section of the Warm Springs Highway in Wasco County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
SEP 21 1951
FOR FILING

BF-309(5)

3570

September 18, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 4, 1951 on Contract No. 3570, Forest Boundary-Hill Gulch Section, in connection with Federal Aid Project No. BF-309 (5).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DHP:ew

RECEIVED
[illegible]
FOR FILING

EF- 309(5)

3570

August 23, 1951

Babler and Rogers
4617 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on August 20, 1951 awarded you Contract No. 3570 for the Forest Boundary-Mill Creek Section of the Warm Springs Highway in Wasco County. This award was based on your low bid of $338,690 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
OREGON DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON
BF-309(5)
3510

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 20, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. BF-309(5), Forest Boundary-Mill Creek Section of the Warm Springs Highway, to Babler and Rogers of Portland, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
State Highway Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OREGON DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
FR 309(5)

3590

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Washington, D. C. office has revised its copy of the program list for the cumulative bond-financed postwar Federal-aid primary program increasing the length of Item 6, Project HF-309(5) from 14.45 miles to 18.25 miles and revised the description to read "Forest Boundary to Jefferson County line" in accord with Mr. Williams' July 20, 1951 request. No other changes are involved. The approval is effective July 27, 1951.

This confirms our notification by telephone August 2, 1951.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

copy to Probert.

EIVED
FOR FILING

August 14, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reference is made to Oregon Project HF-309 (5), Warm Springs Highway, in which your Division office questions the adequacy of the proposed 3½" asphaltic concrete pavement.

This project was originally constructed two years ago. It was surfaced with only a 1¼" oil mat, such being necessary by limitation of funds. During the first winter a considerable breakage occurred, and we strengthened spots where such breakage occurred by the placement of asphaltic concrete with a state paving plant. During the year 1950 we placed 6,500 tons of such materials and reoiled the entire section to prevent surface leakage.

During the past winter the section came through in excellent condition, but in order to make certain that all weak spots were corrected, we placed an additional 3,500 tons of pavement patching and are expending approximately $10,000 for the correction of drainage. We are quite certain that the project is now stabilized to the extent that the 3½" of asphaltic pavement proposed will place the roadway in excellent condition for the carrying of all traffic at nominal maintenance costs.

We request further consideration of our plans and approval of the 3½" asphalt concrete paving as proposed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with review of P. S. and E. for Oregon Project BF-309(5), Warm Springs Highway, the adequacy of the proposed 3-1/2" asphaltic concrete paving has been questioned by the Division Office.

It is believed the nature of the breakup of the original bituminous mat quite definitely demonstrated that there is a serious deficiency, either in quality of depth of subbase or base, or both. Accordingly, the wisdom of proceeding with the paving without remedying the subbase-base deficiency is questioned. Has sufficient study been made to demonstrate the soundness of the proposed $389,000 expenditure?

The P. S. and E. are being held in the Division Office without further action pending receipt of additional information in justification of the proposed design.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

REFERRED TO
Williams
By State Highway Engineer

Please reply

prepare

IVED
7 1951
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 3, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-309(5), Forest Boundary-Mill Creek Section of the Warm Springs Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

101-1601 Haines-Anthony Section of 1951
the Haines-Anthony Highway north
43571 and west from Haines.

RECEIVED
FOR FILING

R. H. Baldeck 3571

June 5, 1952

Contract #3571

FINAL COST ANALYSIS

Prefix 101-1601

Haines - Anthony Section
Surfacing

Contractor - D. F. McKenzie

Haines-Anthony Hwy.
Res. Engineer - Kevin Laughlin

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	12.58	Mile	$200.00	$46.66	$ 587.01	$ 2,516.00
3/4"-0" Material in Surf.	5,301	Cu.Yd.	3.75	2.39	12,663.89	19,873.75
Sprinkling	172.5	M/Gal.	2.50	2.93	505.55	431.25
3/4"-0" Cr. Mat. in S. P.	1,505.9	Cu.Yd.	2.00	1.16	1,742.73	3,011.80
					$15,499.18	$25,837.80

	Gross Revenue	Total Cost	Profit	% of Profit
D. F. McKenize	$12,224.00	$ 7,791.90	$ 4,432.10	36.2%
N. A. Toole	13,613.80	7,707.28	5,906.52	43.3%
Grand Total	$25,837.80	$15,499.18	$10,338.62	40 %

Haines - Anthony
Contract #3571

Detail of Cost
N. A. Toole

Labor:		
Supervision	$ 550.00	
Labor	1,987.78	
Labor Insurance	163.69	
		$2,701.47
Equipment Rentals & Misc. Supplies:		
Equipment Rentals	3,725.00	
Gas, Oil & Grease	435.91	
P.L. & P.D. Insurance	157.50	
Move In, Freight & Cartage	138.13	
Small Tools & Misc. Supplies	171.27	
General Overhead	378.00	
		5,005.81
Total Cost		$7,707.28

Haines - Anthony
Contract #3571

D. F. McKenzie

Detail of Cost

Labor:		
Supervision	$ 300.00	
Labor	2,940.60	
Labor Insurance	197.68	
		$3,438.28
Equipment Rentals & Misc. Supplies:		
Equipment Rental (Owned)	$2,184.00	
Equipment Rental (Hired)	253.64	
Gas, Oil & Grease	1,069.03	
Bond	150.10	
P. U. C. Fees	86.45	
Small Tools & Misc. Supplies	115.40	
Move In, Freight & Cartage	120.00	
General Overhead	375.00	
		4,353.62
Total Cost		$7,791.90

Haines-Anthony Section
Contract #3571

Remarks:

This was a **State Project** for surfacing of 12.58 miles of road-bed on the Haines-Anthony Section of the Haines-Anthony Secondary Highway, in Baker County.

The contract was bid and awarded August 21, 1951, work started October 2, 1951, and project was completed November 7, 1951.

The contractor and subcontractor were working on large projects in the immediate vicinity. The move in on this project was a very short distance and the move in cost was low.

N. A. Toole, subcontractor, moved in his portable rock crushing plant October 1, 1951, to a specified gravel pit located on the westerly side of and adjacent to a county road at a point about 4 miles southerly of the highway from M. P. 1.35 and completed the plant set up October 5. Started crushing October 8, and completed October 31, 1951. A total of 6,806.9 cubic yards of 3/4"-0" was crushed in 162 hours crushing time for an average of 42 cubic yards per hour.

The contractor moved a blade to the project to prepare the base October 25, but on arrival found that the State Maintenance Forces were grading the road this reduced the amount of work the contractor had to do.

On October 30, the contractor started loading and hauling the 3/4"-0" surfacing material using a 3/4 cubic yard shovel and ten-6 cubic yard trucks, this material was processed on the road with two blades and one water wagon. This material was hauled and placed in 7 days, which was good production.

Good Bid prices, good supervision and equipment result in a very good profit.

E. H. Clymer
Chief Cost Analyst

By . . . George Kayser

RECEIVED
FOR FILING
101-1601
(CONTRACT NO.) 3571

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 17, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3571	3-final	D. F. McKenzie Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
367	R-32229	$ 775.13	Jan. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

a a Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Nove. 30, 1951

Time Extensions: None

Completion Date: Nov. 7, 1951

Date Accepted: Dec. 20, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-18-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 18 [illegible]
a a Wicklander

[illegible] ON CARD
[illegible]

RECEIVED
JAN 7 1952
FOR FILING

101-[illegible]601

[illegible]

January 4, 1952

General Casualty Company of America
Edna M. Stewart, Agent
Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

State highway contract No. 3571 for surfacing on the Haines-Anthony Section of the Haines-Anthony Secondary Highway in Baker County was completed by the contractor, D. F. McKenzie Co., on November 7, 1951 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $775.13 will be released to the contractor on or after January 14, 1952. The total contract amount is $25,837.80, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co.of America
General Insurance Bldg.
Seattle 5, Washington
Attn.: Surety Dept.

NOTED ON CARD

1-4-52 gl

RECEIVED
DEC 4 1951
FOR FILING

101-16-1

3571

December 4, 1951

General Casualty Co. of America
Edna M. Stewart, Agent
Board of Trade Bldg.
Portland 4, Oregon

Dear Madam:

The State Highway Commission is prepared to make semi-final payment to D. F. McKenzie Co. on contract No. 3571, for surfacing on the Haines-Anthony Section of the Haines-Anthony Secondary Highway in Baker County.

This payment, in the amount of $4,753.27, will be made to the contractor on or after December 14, 1951. The retained percentage is $775.13.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

[illegible] ON CARD
12-4-51, J

Form E-1—10M—7-50

FINAL

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 7, 1951, 19

Section Haines-Anthony

Kind of work Surfacing

Highway Haines-Anthony Secondary

Section prefix 101-1601

Contractor D.F. McKenzie Co

Contract number 3571

Date of contract Aug. 21, 1951, 19

Date of completion Nov. 30, 1951, 19

Date work started Oct. 2, 1951, 19

~~XXXXX~~ Estimated date of completion Nov. 7, 1951, 19

Amount of contract $26,016.00

Per cent of time elapsed 78 %

Estimated cost of completed project, exclusive of engineering $25,837.80

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $1511.40, 5.9 %

Date project was completed Nov. 7, 1951, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished surfacing Mon. Morn. Blade and water waggon worked Tues. and Wed. Roadbed is smooth and farmers pleased.

Most farmers ask when this road would be oiled ?

NOTED
H.G. SMITH

RECEIVED
NOV 13 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
R. A. MARTIN

Signed

Address Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.58			
Miles partially completed					
Miles completed		12.58			
Total estimated quantities		5,301	1,505.9		
Estimated quantities moved or placed to date		5,301	1,505.9		
Average daily quantities		700			
Average daily quantities necessary to complete project on time		completed			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		19			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., trucks 10, water wagon 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

State Printing Dept. 41606

RECEIVED
1951
FOR FILING
[illegible]
3571

September 25, 1951

D. F. McKenzie Co.
1465 Mission St.
Salem, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3571, which was awarded to you on August 21, 1951 by the State Highway Commission, for surfacing on the Haines-Anthony Section of the Haines-Anthony Secondary Highway in Baker County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
AUG 23 1951
FOR FILING

101-1601

3571

August 23, 1951

D. F. McKenzie
1465 Mission Street
Salem, Oregon

Dear Sir:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3571 for the Haines-Anthony Section of the Haines-Anthony Highway in Baker County. This award was based on your low bid of $25,016 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED

FILED WITH STATE
HIGHWAY COMM.

7-17-51

1-1-1601

3091

We, the undersigned, respectfully petition the State Highway Commission to surface and oil the secondary highway known as the Anthony Lakes road.

This road has been a secondary highway for many years with no major improvements and very little [illegible]. It serves one of the main agricultural sections as well as extensive timber interests in Baker County. There is also a great deal of tourist travel to Anthony Lake and other recreational areas over this road. This road is used for a school bus route, a mail route and by several grade A dairies daily.

We feel that in view of the fact that improvements to this road have been continually postponed, we are entitled and justified in asking that this road be surfaced and oiled in the near future.

Name	Address
J. O. [illegible]	North Powder
[illegible]	Box 22 Haines Ore
W T Le Fort	Haines Ore
L C Hammett	Haines Ore
Joe McMenamin	Haines Ore
A J Horton	Baker, Ore
John L. Horton	Baker, Ore
R [illegible]	[illegible]
Chas J. Eaton	Baker Ore
Karl E. Olsen	Haines, Ore
Eugene Back	Baker, Ore
[illegible] Back	Baker Ore
Esther Mack	Baker Ore

[illegible]	[illegible]
E. L. Hubbard	North Powder Ore
Alvira H. Peters	" " "
Edgar Newman	North Powder Ore
Jas Wilkins	
Frank C Gwinn	
J. W. [illegible]	North Powder, Ore
	North Powder Ore
James Hand.	north Powder
Mrs. [illegible] Davis	North Powder
Geo. E Lee	No. Powder
Don M. Kinsley	La Grande
[illegible]	North Powder
Kenneth [illegible]	north Powder Ore
[illegible]	north Powder Ore
R. E. Delaney	Union Oregon
R. Jacobson	North Powder
Geo Carlyle	North Powder
Eula Schamp	North Powder

[illegible] Lowe	North Powder Ore
[illegible]	" " "
E. A. Young	" " "
A. G. Mccullough	" " "
Merrit Wolf	Baker Ore
J. Elbert Fisher	Haines Ore
W. O. Christensen	North Powder Oregon
[illegible] Brown	North Powder Ore
Franklin L Fanning	North Powder, Ore.
B F Sorenzen	North Powder Ore
Ben Brown	North Powder Ore
G. H. [illegible]	North Powder
Stellena M White	Fred Fearber
Charly Parr	North Powder Ore
Floyd Bdraug	North Powder
Emery Pearson	North Powder
John Davis	North Powder
Lester Parker	North Powder

We, the undersigned, respectfully petition the State Highway Commission to surface and oil the secondary highway known as the Anthony Lakes road.

This road has been a secondary highway for many years with no major improvements and very little maintainence during that time. It serves one of the main agricultural sections as well as extensive timber interests in Baker county. There is also a great deal of tourist travel to Anthony Lake and other recreational areas over this road. It is used for a school bus route, a mail route and by several Grade A. dairies daily.

We feel that in view of the fact that improvements to this road have been continually postponed, we are entitled and justified in asking that this road be surfaced and oiled in the near future.

Name	Address	
Ralph E. McNix	Baker	Ore
Herman David	"	"
Bob W. Pratt	"	"
Thelma Ledgwood	-	-
Helen Brown	"	"
A. O. Ayers	"	"
Ed Mason	"	"
August J. DeKalb	"	"
Roy Thompson	"	"
G. L. Schmidt		
Milton Massey		
Kenneth Hott	"	"
[illegible]		

A. L. Cannon	Baker Ore
Gladys McDonald	〃 〃
H H Woolley	Baker Oregon
Ethel Troyer	Baker Ore
[illegible] Reilly	Baker
[illegible]	Baker
Herman Allen	〃
Carl F. Holman	—
[illegible]	—
Omer E George	〃
Lucien P. Arant	Baker
Franklin W Patterson	Baker, Oregon
Carl Davis —	Haines, Oregon
[illegible]	Haines Oregon
Mary L Curtiss	Baker, Ore.
K J Kofford	Baker Ore
Milton Jones	Baker Oregon
Thomas H. Hall	Baker Oregon
N S Rossing	Baker Ore
Glen Shively	Baker Ore
Joyce S. Heddick	Baker Ore

Robert F. Stevens	Baker, Ore.
Earl Heizy	Baker, Oregon
J. E. Lawrence	Baker Oregon.
Helen M. King	Baker, Ore.
Carl D. Holman	Baker, Ore

We, the undersigned, respectfully petition the State Highway Commission to surface and oil the secondary highway known as the Anthony Lakes road.

This road has been a necessary highway for many years with no major improvements and very little maintenance during that time. It serves one of the main agricultural sections as well as extensive timber interests in Baker county. There is also a great deal of tourist travel to Anthony Lake and other recreational areas over this road. It is used for a school bus route, a mail route and by several grade A. dairies daily.

[illegible] to this road have [illegible] we are entitled and justified in asking that this road be surfaced and oiled in the near future.

Name	Address
Leo Adler,	Baker, oregon
N. G[illegible]	Baker, Ore.
A. S. Grant	Baker, Ore
C M Brinton	Baker, Ore.
B.A. Ryder	Baker Ore.
Sam Coon	Baker Oregon
Milton L Levy	Baker Oregon
Kenneth F Holden	Baker Oregon
Emil Miller	North Powder Ore
Ronald Culbertson	Baker, Oregon
Mattie Crimin	Baker Oregon
[illegible]	Baker, Ore
[illegible]	Baker, Oregon
[illegible]	Baker Ore

[illegible]	Baker, Ore.
Rosely Kirby	Baker Ore.
Lida Howe	Baker Oregon
Priscilla Mummey	Baker Oregon
Etta F. Cumming	Baker, Or.
Keith J Perkins	Baker Ore.
Francis Charnes	" "
Robert Jack	" "
Cliff Hegey	Haines, Ore
W. J Sinclair	Baker Ore
Myrtle [illegible]	Baker Ore
Preston Reed	Baker Oregon
Marguerite Reed	Baker, Oregon
D. M. Webb	Haines Ore
F. C. Basche.	Baker Ore.
J. E. Dunn	Baker Ore.
James Landuth	Baker Ore
Paul Basche	Baker, Oreg
Ed. Williams	Baker. Oregon.
C. H. May	Haines Ore.
M.E. Shepardson	Baker, Oregon
Jack Ryder	Baker, Oregon
C. P. Haugh Jr	" "
Floyd E. Jones	" "
Verne Walter	" "

J. H. Weder,		Baker	Ore
Howard H. Jones		"	"
Ray Werschkul		"	"
Isabel Hunter		"	"
L. L. Long		"	"
Bill Newton		"	"
Chet Wilcox		"	"
Roy Osborne		"	"
C. E. Shafer		"	"
Dick Truscott			
Don Entermille		"	"
Johnny Ferrick	1720 Auburn	"	"
R. F. Harpole	Baker		
C B Shirley	1920 7th	"	"
	2300 Main	"	"
Con Phillips	2838 7th	"	"
Irvin Wulf	2014 - Main St	"	"
Bert Neuberger	, Baker		
Gert Neuberger	"		
Wilhelm Roth		Baker,	Oregon
Ralph L. Diles -		Baker	Oregon
Wesley L. Anderson		Baker,	Oregon
Mrs. Eleanor Coalwell		"	"
E M Minneff		Baker	Ore
J D Paradise		Baker	ore
Dennis R. Fuller		"	"
Raymond C Duelman		"	"

We, the undersigned, respectfully petition the State Highway Commission to surface and oil the secondary highway known as the Anthony Lakes road.

This road has been a secondary highway for many years with no major improvements and very little maintainence during that time. It serves one of the main agricultural sections as well as extensive timber interests in Baker County. There is also a great deal of tourist travel to Anthony Lake and other recreational areas over this road. This road is used for a school bus route, a mail route and by several grade A dairies daily.

We feel that in view of the fact that improvements to this road have been continually postponed, we are entitled and justified in asking that this road be surfaced and oiled in the near future.

Name	Address
[illegible] Porter	Haines Ore.
[illegible]	Haines Ore.
B. J. Kiel	Haines Ore
Ethel G. Kiel	Haines, Ore.
[illegible]	Haines Oregon
Kenneth [illegible]	Haines Ore
[illegible] Bond	[illegible] Ore
[illegible] Bond	Haines, Oregon
Omer O. Maxwell	Haines Ore.
Dwight L. Perkins	Haines Ore
Elizabeth McCullough	Haines Oreg.
Ralph McCullough	Haines, Oreg.
[illegible] McCullough	[illegible]
Lowell Chandler	Haines Ore.
L. M. Hanna	Haines Oreg.
[illegible]	

Haines, Ala

[illegible]		
Emile Fisher	"	"
Roger Furrey	"	"
Ferdinand Busch	"	"
Albert Fisher	"	"
A. F. Pettibone	"	"
George W Perkins	"	"
[illegible] Maxwell	"	"
John Davis		
J. E. Hammond	"	"
John Hammond		
[illegible] Fuller	"	"
H. C. Winnell	"	"
Armand W [illegible]	"	"
A. R. Perkins		

We, the undersigned, respectfully petition the State Highway Commission to surface and oil the secondary highway known as the Anthony Lakes road.

This road has been a secondary highway for many years with no major improvements and very little maintainence during that time. It serves one of the main agricultural sections as well as extensive timber interests in Baker County. There is also a great deal of tourist travel to Anthony Lake and other recreational areas over this road. This road is used for a school bus route, a mail route and by several grade A dairies daily.

We feel that in view of the fact that improvements to this road have been continually postponed, we are entitled and justified in asking that this road be surfaced and oiled in the near future.

⑬

Name	Address
Glenn Duncan	Haines, Oregon
E D Henderson	Haines Oregon
Jack Yankey	Baker Ore
Robert Thomas	Halfway, Ore
Roland A George	Baker Ore.
Emery [illegible]	Haines Ore.
Mrs [illegible]	Haines. Ore
Ted Heard	Haines Or,
[illegible]	Haines Ore
Deshler C Lay	Haines Ore
Jack Probstel	Haines Ore
V. V. Forney	Haines Ore
[illegible]	"
Vernon Hurst	Haines, Ore

[illegible]	North Powder — Ore
[illegible]	" " "
E. L. Kirkland	North Powder
Eldon Hutchinson	North Powder
J B Turner	Haines
Ross Jones	North Powder
Wm [illegible]	[illegible]
Byron Johnson	Baker Oregon
Robert Proebstel	Haines Ore
Glen Warfield	North Powder

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS

DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

BC SN NL PD

D

BC- BAKER ORG JUL 16 1951

CHAS REYNOLDS

C/O STATE ROAD COMMISSION MEETING IMPERIAL HOTEL PORTLAND ORG

WOULD YOU KINDLY ARRANGE TIME FOR A DELEGATION FROM BAKER COUNTY CONSISTING OF COON, ADLER AND PERKINS TO APPEAR BEFORE YOUR BOARD TUESDAY

BAKER COUNTY CHAMBER OF COMMERCE

1007P

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
FOR FILING

[illegible]

[illegible]

Cross Referenced To:
[illegible]
[illegible]
Co Rds
Baker

Salem, Oregon
June 26, 1951

Mr. H. G. Smith

At the meeting held in Portland on May 24 the Highway Commission approved the recommendations of the Chief Engineer in regard to requests in the form of a petition for improvements to the Haines-Anthony Secondary Highway in Baker County.

The improvement authorized by the Commission consists of a minor betterment construction project for the crushing of 500 cubic yards per mile for the 12.6 miles, or a total of 6,300 cubic yards of crushed rock or crushed gravel. I would suggest that 400 cubic yards per mile of the crushed rock be spread on the road and processed and the balance stock-piled for future maintenance.

W. W. Stiffler

WWS:er

cc Mr. W. C. Williams
Mr. E. A. Collier
Mr. M. H. Hawke
Mr. E. F. Chidsey
Mr. S. H. Probert

RECEIVED
1951
FOR FILING

401-16C1

Cross Referenced To:
Const
R/W
Co Roads
Baker

June 8, 1951

Mrs. Ralph McCulloughs
Haines
Oregon

Dear Mrs. McCulloughs:

Reference is made to your letter of April 17, 1951 directed to the State Highway Commission requesting the improvement of the Haines-Anthony Lake Road. In his acknowledgment of your letter, State Highway Engineer, Mr. R. H. Baldock, informed you that he had referred your request to the members of the Highway Commission.

That was done and the Commission discussed it at its last meeting. As a result of discussion, the Commission authorized repair of the road as a maintenance project, using approximately 500 cubic yards of crushed rock per mile on the same. The Commission could not see its way clear to authorize a higher type improvement at this time.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

2

RECEIVED
FOR FILING

5101-1601

April 23, 1951

Oregon State Highway Commission

Gentlemen:

At the next Commission meeting the Secretary will have a petition signed by 126 people for the improvement of the Haines-Anthony Lakes Secondary Highway. Roger Loennig, State Representative, called about the same road last week and requested your consideration of the improvement of this road.

I will endeavor to have a reconnaissance estimate of cost made to submit to you at the next meeting. This road runs from Haines to the forest boundary and is 12.6 miles in length.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Alvin Peters, District Manager
The Ohio National Life Insurance Co.
North Powder, Oregon

Roger Loennig, State Representative
Capitol Building
Salem, Oregon

W. C. Williams

WE THE UNDERSIGNED TAXPAYERS AND USERS OF THE NORTH POWDER RIVER STATE SECONDARY HIGHWAY MARKET ROAD FROM HAINES TO THE END OF THE STATE ROAD ASK FOR [illegible]ATE AND PROPER ACTION TO PUT THIS ROAD IN CONDITION. THIS IS OUR [illegible] ROAD, EXTENSIVELY USED FOR BUSINESS AND THE ROAD NOW IS AND HAS BEEN IN [illegible]ORABLE CONDITION, IN FACT THE POOREST ROAD IN THIS PART OF THE STA[illegible]ND WE URGE IMMEDIATE ACTION.

NAME	ADDRESS
E. E. Pearson	North Powder
Floyd Schaumy	North Powder
Homer Pearson	North Powder.
W H Miller	North Powder
L. W. Harned	North Powder
Frank Pearson	North Powder
Evan Evans	North Powder.
Charles E. Meador	Baker
[illegible]	No. Powder Ore.
[illegible]	North Powder
[illegible]	North Powder
[illegible]	North Powder
[illegible]	North Powder
[illegible]	North Powder
Charley Smith	North Powder
Gus D Sacher	

[illegible]	North Powder Ore
Geo. E. Lee	North Power
Neal H. Zikes	
Eileen C. Lee	" North Powder, Ore.
Glenn Marvin	Haines Oregon

RECEIVED
APR 30 1951
OREGON
STATE HIGHWAY COMMISSION

WE THE UNDERSIGNED TAXPAYERS AND USERS OF THE NORTH POWDER RIVER STATE SECONDARY HIGHWAY MARKET ROAD FROM HAINES TO THE END OF THE STATE ROAD ASK FOR IMMEDIATE AND PROPER ACTION TO PUT THIS ROAD IN CONDITION. THIS IS OUR MAIN MARKET ROAD, EXTENSIVELY USED FOR BUSINESS AND THE ROAD NOW IS AND HAS BEEN IN A DEPLORABLE CONDITION, IN FACT THE POOREST ROAD IN THIS PART OF THE STATE AND WE URGE IMMEDIATE ACTION.

NAME	ADDRESS
G. W Piers	North Powder
Otto Gunsberg.	[illegible]
Emery Coy	Haines
W.T. LaFont	Haines
Chas H Young	Haines
[illegible]	[illegible]
J. M. Maxwell	Haines
[illegible]	Haines
S. [illegible]	
Wayne Hyde	Haines - Box 1074
C C Hunnicutt	Haines Ore Box 1061
L. R. Corley	Haines, Ore. Box 1061
[illegible]	[illegible] Oregon 1061
Raymond Tiddell	Haines. Oregon
B. G. Taylor	Haines Oreg
Alvina Peters	North Powder Ore
Max Jennings	North Powder, Ore
Ancel Mccullough	North Powder
[illegible]	North Powder

McCullough	North Powder Ore.
E. S. Kirkland	North Powder Ore
Edgar Newman	North Powder Ore.
Fay Christman	North Powder, Oregon
W.O. Christman	North Powder Oregon
John Tammock	North Powder Ore
Mrs Frank C Loennig	North Powder, Ore
Frank C. Loennig	North Powder, Ore.
Armand W Larkin	" " "
Mrs. J. O. Jacobson	" " "
J. O. Jacobson	
William L Culkin	
B. F. Sorensen	North Powder Oregon
E L Sorensen	" " "
Willie [illegible]	
Louis Pruitt	North Powder, Or.
Elmer E Johnson	North Powder, Ore
Thos. E. Lampkin	
Everett Pearson	North Powder Ore
Glynn E Perkins	North Powder.
John Davis	North Powder
Will Pearson	" "
W. E. Davis	" "

J A Wilson	North Powder
Violet Parker	North Powder
Elfleda Parker	North Powder
Gifford Parker	North Powder, Ore.
Melvin [illegible]	North Powder Ore
Gordon Giffett	North Powder Ore
Ed. E. Heard	Haines Ore
Lester H Brown	Haines Ore
William Lord	Haines, Org
Cleve McCullough	Haines Oregon
Floyd G McCullough	Haines Oregon
[illegible] Chandler	Haines
W H Gillison	
Lora M Gilkison	Haines Ore
Olivia Hand[illegible]	Haines Ore
John W Yarkey	Haines
Ralph S Keoring	Haines Ore
Lee C Stanley	Haines Oregon
Ralph D. Stephens	" "
Lewis Aldrich	Haines Oregon
Edna L Aldrich	Henry Woodd " "

H. K. Fisher	R. F. D.	Haines, Ore
Ted Heard	" "	Haines Ore
Edmund G. Brownell	" "	Haines, Ore
Harold Ericson	" "	North Powder Ore
R. J. Yancey		Haines Ore
P. E. Cleaver		Haines Oreg.
D. J. Paint		Haines, Oreg.
M. S. Heard		Haines Oreg
Lew Perkins		Haines Oreg.
~~Tom [illegible]~~		" "
H R Ensminger		Haines Ore
L. F. [illegible]		Haines Ore
Sterling Green		Haines
Dwight Perkins		Haines Oreg.
Harriet E. [illegible]		1701 4th Baker, Ore.
Elizabeth McCullough		Haines Oreg-
Christine McCullough		" "
Eugene Talley		" "
John Murdoch		Haines, Oregon
Barbara Murdoch		" "
Charles Green		" "
Stellina M. White		North Powder Ore

C E Mangers	Baker Oregon
J M Turin	
Miron Ekans	North Powder org
E. E. Davis	North Powder, Ore
Mrs Gordon Griffith	" " "
Florence L. Petere	" "
Harold M. Lee	Anthony Lakes Haines Oregon
Ralph McCullough	Haines, Oregon
Fred V. Spencer	Haines, Oregon
Cheryl C. Bond	Haines Oregon
John A. Simons	North Powder, Oreg.
J. Elbert Fisher	Haines Ore.
H M Neill	Haines Ore
Hazel Neill	Haines Ore.
R L Boyd	Baker
E A Bunly	[illegible] Ore.
R. W. Fisher	Haines Ore
Harry Crain	Baker Ore
Bob Keel	Haines Ore
Franklin L Loenning	North Powder, Ore.
E. A. Young	North Powder oreg.
Eugene D Booth	Fisher, H E.
Odessa Bach	Baker

Roger Fleming	Haines Ore
W. A. Radabaugh	Baker Ore
Irma N. Peters	Baker Oregon.
Dorothy Jeffords	Baker, Oregon.
O. S. [illegible]	Baker Oregon.
W A Anderson	North Powder Ore

[illegible]

[illegible]	[illegible]
Glenn Duncan	Haines, Oregon.
[illegible]	Haines Ore
Lowell Chandler	Haines Ore.
Orville Fisher	Haines Ore.
Deshler le Lay	Haines Ore
W H Yankey	Haines Ore
Harold L. Craig	North Powder Ore.
[illegible] Fisher	Haines Oregon
A H Bell	Haines Ore
S. M. Ingram	
[illegible] Gray	N. Powder, Ore
W H Ivers	Haines
F. H. Anderson.	Haines.
R. F. Anderson	Haines
Virgil O. Toney	Haines Ore
Ida Duncan	Haines Ore
John K. Proebstel	Haines. Ore

RECEIVED
FOR FILING

101-1601

3571

April 23, 1951

Mrs. Ralph McCulloughs
Haines
Oregon

Dear Mrs. McCulloughs:

Your communication of April 17, addressed to the State Highway Commission, Salem, Oregon, has been referred to the Highway Commissioners. Two weeks ago, Mr. Reynolds, Highway Commissioner from La Grande, and the undersigned drove over this road and made a personal inspection of the situation.

As soon as the Highway Commission has taken action in this matter, the Secretary of the Commission, Mr. H. B. Glaisyer, will advise you.

Very truly yours

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. Ben R. Chandler
Mr. Chas. H. Reynolds
Mr. M. A. McIver
Mr. H. B. Glaisyer
Mr. W. C. Williams

Haines, Ore.
April 17, 1951

Dear Sir:

My husband and I are joining our neighbors in writing you about this Haines-Anthony Lake road.

We understand, and correctly I hope, that funds are available, now, for the surfacing of this road.

What kind of arguments, facts, figures does it take to actively convince you that this road is "falling to pieces," is a mess, a disgrace to a community that wants and is striving to be progressive and maintain personal pride in property? Year after year, after year it is a headache of frost-rolls, deep chuck holes and clouds of dust. At first it is amusing, then disgusting to watch a person driver over any part of this road, zigzagging this way and that to keep from being jostled out of the car.

As state tax payers of over a 1,000 acres, we feel justified in adding our indignant protest to the continued unconcern over this pressing situation.

Previously the county Farm Bureau wrote you in regards to this "road," and the Baker Chamber of Commerce is also in back of us.

Please advise us, to the point, what can be done and when. Either we'll send a delegate to see you at Salem, or you may be my house-guest and see for yourself how completely this road is worn out.

Sincerely,

/s/ RALPH McCULLOUGHS

Haines, Ore.
April 17, 1957

Dear Sir

My husband and I are joining our neighbors in writing you about the Haines - Anthony Lake road.

We understand, and earnestly I hope, that funds are available, now, for the surfacing of this road.

What kind of arguments facts, figures does it take to actively convince you that this road is "falling to pieces", is a mess, a disgrace to a community that wants and is striving to be progressive and maintain personal pride in property? Year after year, after year it is a headache of frost-rolls, deep chuck holes and clouds of dust. At first it is amusing, then disgusting to watch a person drive over any part of this road, zig-zagging this way & that to keep from being jostled out of the car.

As state tax payers of over 2,000 acres, we feel justified in adding

r indignant protest to the
[illegible] over th pressing s

Previously the county Farm Bureau wrote you in regards to this "road", and the Baker Chamber of Commerce is also in back of me.

Please advise me, to the point, what can be done and when. Either we'll send a delegate to see you at Salem, or you may be my house-guest and see for yourself how completely this road is worn out.

Sincerely,
Ralph Mc Cullough

RECEIVED
APR 2 1931
OFFICE
STATE HIGHWAY

Mrs. Lois Bond
Haines,
Oregon

Dear M

April 10, 1951

Mrs. Lois Bond
Haines,
Oregon

Dear Mrs. Bond:

Your letter of April 9 has been received, requesting needed improvement of the Haines-Anthony Lakes Secondary Highway, on which you live.

I shall be glad to bring your letter to the attention of the State Highway Commission at the earliest opportunity, and when this has been done I shall inform you of the action taken on it by the Commission.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

2.

Haines, Oregon
April 9, 1951

AGENDA
APR 12 1951

5-t

#2

Oregon State Highway Commission.
Salem, Oregon
Dear Sirs:

We have lived on the State Highway between Haines and Anthony Lakes road for 13 years and we have noticed that all other State roads have been improved but this one, which is even worse than when we moved here and far inferior to the county roads joining it. We have noticed that the time spent keeping it graded would go far towards having it oiled.

In the fall when there is lots of hauling this State road gets so rough that traffic must slow nearly to a horse and wagon speed to keep equipment from falling apart. Since we pay $10.00 license fee on motor vehicles we'd like to see some of this money spent where it will improve driving conditions in this part of the State.

Respectively

COPIES TO COMMISSIONERS
R.H. Baldock
W.C. Williams

Mrs Lois Bond

M

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OCT 4 1950
FOR FILING

101-1601

2

#4
June 5 50

August 8, 1950

P. T. Fortner, Chairman
Roads and Highways Committee
Baker County Chamber of Commerce
Baker, Oregon

Dear Mr. Fortner:

In your letter of June 2, 1950, directed to the State Highway Commission, you requested the improvement of the Haines-Anthony Lakes Road.

I have not previously acknowledged receipt of your letter because it was my belief that the Commission would inspect the road on its recent trip through Eastern Oregon, and I thought that I might be able to give you a little more information than was at that time available, however the road was not inspected by the Commission due to lack of time, but the Commission did refer your request to the Engineer for investigation and report. When the report has been rendered and action taken thereon I will advise you further.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

RECEIVED
1950
FOR FILING

101-16-01

Cross Referenced To:
[illegible]
K(1)
[illegible]
Baker

Salem, Oregon
June 15, 1950

Mr. R. H. Baldock

Attached hereto is a report from the Maintenance Engineer, relative to the current condition of the Haines-Anthony Secondary Highway from a maintenance standpoint.

The report also outlines the work performed by state forces, both last year and this year, in an attempt to improve the standard of maintenance.

The above has reference to the request from the Baker County Chamber of Commerce to the Commission dated June 2, requesting improvements. You made a report to the Commission on this subject on June 9, which file is also attached for your review.

W. W. Stiffler

WWS:er

Encl.

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1950

SUBJECT: Complaint from Baker County Chamber of Commerce
Assignment Number: 589
WWS
Maint. File Number: 414 and 144.4

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer
Oregon State Highway Commission
OFFICE

Dear Mr. Stiffler:

Complaints of the condition of the Haines-Anthony road have been made from time to time in the past (refer to your letter of May 17, 1949 to the Haines Center of Baker County Farm Bureau).

File [illegible]

Our secondary highway number 411 consists of only the easterly 12.6 miles of this route. It is gravel surfaced and is blade maintained. The dry spring in Eastern Oregon has no doubt caused the dusty and rough condition to develop early.

On April 22nd, of this year, a State Extra Gang Crew finished placing approximately 5000 cubic yards of pit run gravel on this highway at a cost of $5,026. We have in the approved budget this year a total of $12,500 for the general maintenance of this road, $9000 of which is earmarked for the surface. This is $715 a mile which is almost twice the average cost of maintaining the graveled surfaces on all State secondaries in 1949. In July of last year approximately 3000 cubic yards of gravel was added to the surface.

The condition complained of cannot be cured or alleviated by further maintenance. We understand that improvement of this highway has been placed on the next two year construction program but do not know the details or just what improvement is planned. The average traffic flow on this road in 1948 was only forty vehicles per day. It should not be on the State system.

Very truly yours,

E. A. COLLIER,
Maintenance Engineer

A F Parson

By: A. F. Parson,
Assistant Maintenance Engineer

AFP:JB:mc

NOTED
W. W. STIFFLER

RECEIVED
JUN 13 1950
FOR FILING
101-1601

June 9, 1950

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter addressed to you by F. T. Fortner, Chairman, Roads and Highway Committee, Baker County Chamber of Commerce, requesting improvement of the Haines-Anthony Secondary Highway. ✓

The Haines-Anthony Secondary Highway is 12.6 miles in length and is surfaced with intermittent sections of gravel and/or decomposed granite. The roadbed is not stable during the winter months, and at times it is difficult to travel. In the summer months it is reported quite dusty and becomes corrugated. To improve the highway to a modern secondary standard, with an oiled surface, would cost approximately $250,000.

In the suggested tentative construction program for the 1952-1954 federal-aid program there is tentatively set up, in Baker County, $300,000 of federal secondary funds for the Baker-Salisbury section of the Baker-Unity Highway. There is no project suggested for the Haines-Anthony Highway. It might be possible that the Baker people would rather have work performed on the Haines-Anthony Highway instead of the Baker-Unity Highway.

I will place this matter on the agenda of the next meeting so that I may be advised of the Commission's thoughts with regard to Baker County's request.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc: W. C. Williams
H. G. Smith
S. H. Probert

WCW:me er

ASSIGNMENT

No. [illegible]
By [illegible]

une 5, 1950

Description: Letter dated June 2, 1950 from P. T. Fortner, Chairman, Roads & Highway Com., Baker, Oregon, re condition of secondary highway between Haines and Anthony Lakes.

Acknowledged by ______ Referred to __ E. A. Collier ______

X Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed ______ Report received July 21-1950
ERR.

Remarks:

BAKER COUNTY CHAMBER OF COMMERCE

BAKER, OREGON

AGENDA
[illegible] - 5 1950

7

June 2, 1950

State Highway Commission
Salem, Oregon

Gentlemen:

We wish again to remind the Commission that the secondary highway out of Haines to Anthony Lakes is in very bad condition and that we hope you have in mind some plans for early improvement of this stretch of road.

Since this road serves part of the richest agricultural area in Baker county we feel that much business is being lost to Haines and Baker merchants because of the bad condition of this road. Residents on the farms in that area find it easier on their cars and trucks to go up to the county road, then north and across the North Powder river and find their way to Union county points over much better roads than we have to offer them.

You can see, therefore, why we deem this improvement so important to our local interests, including both farmers and business people.

If you have any suggestions in connection with the future program for this road, we would be glad to receive them.

Very truly yours,

P T Fortner

P.T.Fortner,
Chairman, Roads & Highway Com.

ptf;s

ACKNOWLEDGED
H. B. GLAISYER

"THE FRIENDLY CITY ON THE OLD OREGON TRAIL"

MINING · LUMBERING · AGRICULTURE · STOCK RAISING and DAIRYING · HUNTING · FISHING · SCENERY · WINTER SPORTS

COPY

BAKER COUNTY CHAMBER OF COMMERCE
Baker, Oregon

June 2, 1950

NOTED
W. C. WILLIAMS

State Highway Commission
Salem, Oregon

Gentlemen:

We wish again to remind the Commission that the secondary highway out of Haines to Anthony Lakes is in very bad condition and that we hope you have in mind some plans for early improvement of this stretch of road.

Since this road serves part of the richest agricultural area in Baker county we feel that much business is being lost to Haines and Baker merchants because of the bad condition of this road. Residents on the farms in that area find it easier on their cars and trucks to go up to the county road, then north and across the North Powder river and find their way to Union county points over much better roads than we have to offer them.

You can see, therefore, why we deem this improvement so important to our local interests, including both farmers and business people.

If you have any suggestions in connection with the future program for this road, we would be glad to receive them.

Very truly yours,

/s/ P. T. Fortner

P.T.Fortner,
Chairman, Roads & Highway Com.

ptf;s

Williams
Please prepare
report to
Commission.

REFERRED TO [illegible]
BY SECRETARY

D

OR FILING

Baker Co delegation
12/20/49

BAKER COUNTY, OREGON
Baker, Oregon

December 9th, 1949

Cross Referenced To:
Count
Rice
Co Road
Baker

State Highway Commission
Salem, Oregon

Honored Sirs:

Our attention is called to the Haines-Anthony Lake secondary highway, 12.6 miles in length and in Baker County. For several years last past this road has been in bad condition. It is rough and unpleasant to travel. During the spring of the year several portions are practically impassable.

This road serves a large community in the Northwestern part of Baker County and of course leads to one of the most important recreation centers in Eastern Oregon, namely, Anthony Lake.

We respectfully urge careful consideration of this road, with reconstruction and oiling as the object.

Our attention is also called to the Dooley Mountain road between Baker and Upper Burnt River. Would it be possible to have this stretch of road included in your considerations?

Thanking you for many courtesies and benefits extended and given by your honorable body to Baker County, we are

Most sincerely yours,

County Court of Baker County, Oregon

By Chas. E.Baird,
Co. Judge

[illegible]. Phipps
Co. Commissioner

Gill C. Wright
Co. Commissioner

S-13(4) Polk Co. Line-Fir Grove Sec., 1951
Independence-Albany Co. Rd., Seven
#3572 Miles N.W. of Albany

RECEIVED
FEB [illegible] 1953
FOR FILING

[illegible]

Lewis

February 24, 1953

Central Paving Company
Post Office Box 42
Dallas, Oregon

Attention: Mr. George A. Lindahl

Gentlemen:

Thank you for your letter of February 20 in which you state that G. D. Dennis and Sons have paid in full your claim against them in the sum of $967.69 on State Highway Contract No. 3572.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

Central Paving Company

CRUSHED ROCK * GRADING * BLACK TOP * OILING * SAND * GRAVEL

PLANT: UGLOW AVENUE AND MILL STREETS PHONE 4141 P. O. BOX 42, DALLAS, OREGON

February 20, 1953

Oregon State Highway Commission
Salem, Oregon.

Attn: Mr. H. B. Glaisyer, Secretary

Gentlemen: Re: G. D. Dennis & Sons

Since the date of our February 5th letter we wish to inform your office that payment in full has been received from G. D. Dennis & Sons.

Thank you for your letter of February 13th and the information enclosed.

Very truly yours,

Central Paving Company

George A. Lindahl

George A. Lindahl, Partner

RECEIVED
FEB 23 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible]

CEIVED
53
FOR FILING

February 13, 1953

Central Paving Company
P. O. Box 42
Dallas, Oregon

Attention: Mr. George A. Lindahl

Gentlemen:

We have your letter of February 5 in which you state that Dennis and Sons owe you the sum of $967.69 for work your company performed for them on the Polk County Line-Fir Grove Section of the Independence-Albany County Road in Benton County.

The job bears State Highway Contract No. 3572 and was awarded to G. D. Dennis and Sons. The job was completed September 22, 1952, accepted by the Commission on October 20, 1952, and final payment made on January 8, 1953. The Glens Falls Indemnity Company furnished the performance bond for this contract through Rogers Insurance Agency, Inc., 803 Title and Trust Building, Portland 4.

If you feel it is necessary to protect your claim for a period longer than six months following completion of the job and acceptance by the Commission, we suggest that you file your claim with the Secretary of State. We have attached an excerpt from the Oregon Laws outlining the necessary procedure. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Attach.

NOTED ON CARD
2-13-53

Central Paving Company

CRUSHED ROCK * GRADING * BLACK TOP * OILING * SAND * GRAVEL

PLANT: UGLOW AVENUE AND MILL STREETS PHONE 4141 P. O. BOX 42, DALLAS, OREGON

February 5, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Gentlemen: Contract No. 3572

Our company entered into a contract with G. D. Dennis & Sons, 7355 S. E. Johnson Creek Road, Portland, Oregon during this past summer to do the oiling on the Polk-Benton Section of the Independence-Albany county road.

It is now understood that Dennis & Sons have received their final settlement from the State Highway Commission. Under date of this letter our company has not received their final settlement from Dennis & Sons.

We would appreciate your sending us the name of the bonding company holding the bond on this project so as we might file a claim for the unpaid portion of the work our company has coming from Dennis & Sons. The amount of the unpaid portion being $967.69.

We are sorry of this inconvenience to you.

Very truly yours,

Central Paving Company

George A. Lindahl

George A. Lindahl, Partner

REFERRED TO
Query
BY SECRETARY

prepare reply & usual letters
note on card

[illegible]
2-5-53

RECEIVED
FEB [illegible] 1953
FOR FILING

[illegible]
3572

Mrs Lewis

February 13, 1953

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter dated February 5 from Central Paving Company, P. O. Box 42, Dallas, Oregon, stating that G. D. Dennis and Sons owe them the sum of $967.69 for oiling work performed for Dennis on the Polk County Line-Fir Grove Section of the Independence-Albany Benton County Road, State Highway Contract No. 3572.

This information is provided as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Rodgers Insurance Agency, Inc.
803 Title and Trust Building
Portland 4, Oregon

G. D. Dennis and Sons
7355 S. E. Johnson Creek Blvd.
Portland 6, Oregon

NOTED ON CARD
2-13-53 gC

RECEIVED
FOR FILING

Williams

CENTRAL PAVING COMPANY

Plant: Uglow Avenue and Mill Streets Phone 4141
P. O. Box 42, Dallas, Oregon

February 5, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

W. C. WILLIAMS

Gentlemen: Contract No. 3572

Our company entered into a contract with G. D. Dennis & Sons, 7355 S. E. Johnson Creek Road, Portland, Oregon during this past summer to do the oiling on the Polk-Benton Section of the Independence-Albany county road.

It is now understood that Dennis & Sons have received their final settlement from the State Highway Commission. Under date of this letter our company has not received their final settlement from Dennis & Sons.

We would appreciate your sending us the name of the bonding company holding the bond on this project so as we might file a claim for the unpaid portion of the work our company has coming from Dennis & Sons. The amount of the unpaid portion being $967.69.

We are sorry of this inconvenience to you.

Very truly yours,

Central Paving Company

/s/ George A. Lindahl
George A. Lindahl, Partner

[illegible]D
[illegible]ING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 7, 1953

(CONTRACT NO.) S-13141	(EST. NO.)	(CONTRACTOR)	
3572	7-final	G. D. Dennis & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24333	R-56962	$ 1,114.09	Jan. 6, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: June 30, 1952

Time Extensions: to Sep. 30, 1952 without penalty

Completion Date: Sep. 22, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-7-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer Jr
H. B. Glaisyer
Secretary

Warrant Mailed:
G. A. Wicklander

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

5-13(4)

3572

R

December 9, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway contract No. 3572 for work performed on the Polk County Line-Fir Grove Section on the Independence-Albany County Road in Benton County was completed by the contractor G. D. Dennis & Sons, on September 22, 1952 and was formally accepted by the Commission on October 20, 1952.

Final payment in the amount of $1,114.09 will be released to the contractor on or after December 19, 1952. The total contract amount is $37,890.50 of which amount $111.65 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Indemnity Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

12-9-52

RECEIVED
FOR FILING
[illegible]
3572

November 6, 1952

G. D. Dennis & Sons
7355 S. E. Johnson Creek Blvd.
Portland 6, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 92 days, from June 30 to September 30, 1952, within which to complete your contract No. 3572 covering the Polk County Line-Fir Grove Section of the Independence-Albany County Road in Benton County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. F. Walters,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

11-6-52 gl

RECEIVED
FOR FILING

October 14, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to O. P. Dennis & Sons on contract No. 3572, for grading and surfacing on the Polk County Line-Fir Grove Section of the Independence-Albany County Road in Benton County.

This payment, in the amount of $7,668.12, will be released to the contractor on or after October 24, 1952. Retained percentage is in the amount of $1,137.41.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

NOTED
J. W. CATTRALL

BENTON COUNTY COURT
CORVALLIS, OREGON

JUDGE
GEO. I. McBEE

COMMISSIONERS
WALTER SCHMIDT
AUBREY H. BOND

October 6, 1952

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Oregon State Highway Department
R. H. Baldock, Engineer
Salem, Oregon

Gentlemen:

Reference is made to your letter of September 26, Contract No. 3572, Polk County Line - Fir Grove Section, Oregon Project S-13 (4) on FAS 193 in Benton County.

There seem to be several portions of work on this Section that seem to be incomplete. We would appreciate it if you would come and go over this section of road with us.

We would like to hear from you soon.

Respectfully,

BENTON COUNTY COURT
Walter Schmidt

By Walter Schmidt, Commissioner

Oct 14th
10 AM

RECEIVED
OCT 7 1952
ENGINEER

K

Form E-1—1024—11-31

5-13(4)
3572

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 4, 1952, 19

Section Polk County Line Fir Grove
Kind of work Grading & Oil Mat Surfacing
Highway Independence- Albany County Road
Section prefix 202-1024-900
Contractor G.D.Dennis & Sons
Contract number 3572
Date of contract Aug. 21, 1951, 19
Date of completion June 30, 1952, 19
Date work started Sept. 10, 1951, 19
Estimated date of completion Sept. 22, 1952, 19
Amount of contract $38,975.50
Per cent of time elapsed 115 %
Estimated cost of completed project, exclusive of engineering . . . . $
Per cent of contract completed, based on total contract price . . . . %
Engineering cost to date $, %
Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

1 man in office working up final estimate. Will ship Next week.

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION [illegible]

Signed S F Walter
Address Box 324

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FOR FILING

5-13(4)

September 30, 1952

Request for extension of time
No. 3
October 21 and 22 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from G. D. Dennis & Sons for an extension of time on Contract No. 35[illegible]2, Polk County Line-Fir Grove Section of the Independence-Albany County Road, from June 30, 1952 to September 30, 1952.

Due to considerable moisture in the sub-grade, it was not possible to secure proper consolidation of the base, and it was deemed best to permit traffic to operate over this section for a period of time prior to placing of the oil mat.

Since the overrun was occasioned by the desire of the Department to secure a better, more substantial sub-grade, it is recommended that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

Form E-1-1026-11-51

S-13(4)

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 27, 1952

Section Polk County L ne-Fir Grove

Kind of work Grading & Oil Mat Surfacing

Highway Independence-Albany County Road

Section prefix 202-1024

Contractor G.D.Dennis & Sons

Contract number 3572

Date of contract Aug. 21, 1951

Date of completion June 30, 1952

Date work started Sept. 10, 1951

Estimated date of completion Sept. 22, 1952

Amount of contract $ 38,975.50

Per cent of time elapsed 115 %

Estimated cost of completed project, exclusive of engineering $ 43,000

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 3,700, 93 %

Date project was completed Sept. 22, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed shoulder material on this project Monday completing project.

Final estimate in the course of completion.

NOTED
KAY [illegible]

RECEIVED
[illegible]
OFFICE OF
CONSTRUCTION ENGINEER

Signed S Walter

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

September 26, 1952

Benton County Court

Corvallis, Oregon

Gentlemen:

This is to advise that Contract No. 3572, Polk County Line-Fir Grove Section, Oregon Project S-13(4) on FAS 193 in Benton County was completed September 22, 1952.

Under the terms of the maintenance agreement signed by Benton County on August 3, 1951, and by the Highway Commission on August 18, 1951, the County assumes the maintenance of and continues jurisdiction over the above project as of the date of completion, September 22, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

RECEIVED
SEP 25 1952
FOR FILING

S-13(4)

3572

September 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 22, 1952 on Contract No. 3572, Polk County Line-Fir Grove Section, in connection with Federal Aid Project No. S-13(4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrall

DBP/sjc

RECEIVED
SEP 25 1952
FOR FILING

S-13 (4)

[illegible]

September 24, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Bldg.
Salem, Oregon

Dear Sir:

On September 9th, you concurred in an extension of time on Contract No. 5572, Polk County Line - Fir Grove Section of the Independence-Albany County Road, Ore. S-13 (4), from June 30th, 1952 to September 1st, 1952, to G. D. Dennis & Sons, Contractors.

Before this request was submitted to the Commission it was found that the project could not be completed by September 1st, and the contractor re-submitted his request to October 1st, 1952.

This project was satisfactorily completed on September 22nd, and I would recommend that the extension be granted without penalty on the basis of the reasons stated in the original request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

NOTED
J. W. CATTRALL

September 21, 1951

Mr. Walter Schmidt
Benton County Commissioner
Corvallis, Oregon

Dear Sir:

As per your verbal request of September 19 we have checked our files on the State purchased right of way covering the Fir Grove-Polk County Line Section of the Independence-Albany County Road.

Our options show that all of the original owners were compensated for existing fences at the rate of $2 and $2.15 per rod. The owners are to move the fences at their own expense. It would appear that the tenant who had contacted you should be advised to contact the property owner to accomplish moving of the fence prior to our contractor's destroying of the same in his operations.

I am enclosing a print of our right of way map covering the section of road involved.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:MM
Encl.

NOTED
Harold C. Ayers

RECEIVED
FOR FILING

[illegible]

[illegible]

August 26, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3572, Polk County Line - Fir Grove Section of the Independence-Albany County Road, Ore. S-13 (4), from June 30th, 1952 to September 1st, 1952, to G. D. Dennis & Sons, Contractors.

Due to considerable moisture in the sub-grade, it was not possible to secure proper consolidation of the base, and it was deemed best to permit traffic over this section for a period of time before the oil mat was placed.

Since the overrun was occasioned by the desire of the Department to secure a better, more substantial sub-grade, it is recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
AUG 27 1952
FOR FILING
FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1952

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between G. D. Dennis & Sons and the Central Paving Company, covering Items 17 to 23, inclusive, on the Polk County Line - Fir Grove Contract No. 3572, Ore. S-13 (4), is approved, and you may so inform the interested parties.

Five copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

3572

Albany, Oregon.
Aug. 21, 1952

202-1024

SUBJECT: Accident--Polk County Line-Fir Grove.

To: Mr. J.D.Walker,
Division Engineer,
Salem, Oregon,

NOTED
W. C. WILLIAMS

Dear Sir:

A fatal accident occured on the above project night before last.

It appaears that the contractor removed the small bridge near the box culvert without erecting a barricade.

A man drove up the new road, the way I get the story, with garbage at night to the incinerator. Leaving the incinerator, he drove down the old road and into the old bridge site, a drop of about 2-3 ft, and the crash broke his neck.

I am unable to tell right now whether the bridge was removed by Snook or Dennis. The last time I worked out there, the bridge was still in and some individual was driving a log truck on the old road rather than in the new loose gravel.

I find that the county has today erected road closed signs and barricades.

Very Truly Yours,

S.F.Walters,
Resident Engineer.

REFERRED TO

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Form PR 2 (Revised 1946)

S-13(4)

[illegible]

State Oregon
Project No. S-13(4)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 2nd day of August, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of August, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of twenty-four thousand and 00/100 dollars ($24,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 344+00 in the SE 1/4, Section 10, T-10-S, R-4-W, W.M., and survey station 402+00 in the SE 1/4, Section 9, T-10-S, R-4-W, W.M., without exception

, length 1.098 miles, in Benton County, being Oregon Federal Aid/Secondary project No. S-13(4), consisting of 1.098 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **twenty-four thousand and 00/100** dollars ($**24,000.00**), which does not exceed the authorized Federal pro rata share of **forty-two thousand eight hundred seventy-three and 05/100** dollars ($**42,873.05**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL

[illegible] State Highway Engineer

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By H. E. Andrews
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
OCT [illegible] 1951
FOR FILING

2 [illegible] (4)

October 17, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Polk County Line-Fir Grove Section, Project No. S-13 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

Encl.

Oregon State Highway Department

Federal-aid Secondary
Project No. S-13 (4)

POLK COUNTY LINE-FIR GROVE SECTION
OF THE INDEPENDENCE-ALBANY ROAD IN BENTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 11, 1951

Type Code 3210
Roadway (Sta. 344+00 to 402+00)

All Required		Clearing and Grubbing		$ 2,000.00
80	cu. yds.	Structural Excavation, Unclassified	$ 2.50	200.00
10,700	cu. yds.	Borrow Excavation, Unclassified	0.40	4,280.00
16,300	cu. yds.	General Excavation, Unclassified	0.35	5,705.00
20,000	yd. stas.	Short Overhaul	0.02	400.00
430	C-yd. stas.	Long Overhaul	0.60	258.00
10,700	yd. mi.	Truck Haul on Borrow	0.20	2,140.00
1,200	cu. yds.	Salvaging Surfacing Materials	2.00	2,400.00
1.10	miles	Finishing Roadbed and Slopes	400.00	440.00
30	lin. ft.	12-inch Concrete Pipe	2.00	60.00
140	lin. ft.	18-inch Concrete Pipe	4.00	560.00
90	lin. ft.	48-inch Concrete Pipe	14.25	1,282.50
40	lin. ft.	Salvaging Culvert Pipe	2.00	80.00
50	cu. yds.	Class "A" Concrete	60.00	3,000.00
5,700	lbs.	Metal Reinforcement	0.15	855.00
2,800	cu. yds.	Pit-run Gravel in Base	1.50	4,200.00
1,500	cu. yds.	3/4" - 0 Gravel in Base and Shoulders	3.25	4,875.00
130	M-gals.	Sprinkling	3.00	390.00
1.10	miles	Preparation of Base	300.00	330.00
440	cu. yds.	Furnishing and Placing Aggregates	5.50	2,420.00
20	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,000.00
24	tons	Furnishing and Placing 150-200 Asphalt	47.50	1,140.00
16	tons	Furnishing and Placing RS-1 Emulsified Asphalt in Seal Coat	60.00	960.00
			Subtotal	$38,975.50
			10% Engr. & Cont.	3,897.55
			Total	$42,873.05

Length of Roadway 1.098 miles
Cost per mile $39,046.49

Federal Funds- $24,000.00
State Funds- 18,873.05

$42,873.05

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

July 23, 1951
(Date)

The following major program change of the individual project is requested:

Oregon (State)
Postwar Federal-aid Secondary Highway Program (Previous program)
(Date of approval)

COUNTY Columbia
Ninth Supplemental
Route No. FAS-601

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	PROJECT COST Federal Funds	PROJECT COST State Funds	LENGTH MILES	CHARACTER O PROPOSED WORK
ITEM AS NOW PROGRAMED	148	S-73 (2)	Crossing of Nehalem River (Banzer Br.)	Survey-Plans					Gr., Dr., Br., 2-lane intermediate-type surfacing
				Right-of-Way					
				Construction	80,000	49,000	31,000		
				TOTAL	80,000	49,000	31,000	0.20	
REQUESTED REVISION	148	S-73 (3)	Crossing of Nehalem River (Banzer Br.)	Survey-Plans					Bridge
				Right-of-Way					
				Construction	80,000	49,000	31,000		
				TOTAL	80,000	49,000	31,000	0.05	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date July 23, 1951

Reason for change: Original plan was to include the road approaches in the contract for the bridge. It is now planned to construct the road approaches by state forces and without Federal participation

By Assistant (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

GOVERNMENT PRINTING OFFICE 16—61038-1

POLK COUNTY LINE-FIR GROVE SECTION

PROJECT NO. S-13 (4)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

POLK COUNTY LINE-FIR GROVE SECTION

PROJECT NO. S-13 (4)

While negotiations for rights of way are in progress one parcel has not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 3, 1951

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible]
Mr. Williams Asst.

Dear Sir:

P. S. and E. documents for Oregon Project S-13(4), Polk County Line-Fir Grove Section of the Independence-Albany Road have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please furnish the usual copies of county encroachment and maintenance resolution.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
SEP 26 1951
FOR FILING

5-13 (4)

3572

September 25, 1951

G. D. Dennis & Sons
7355 S. E. Johnson Creek Blvd.
Portland 6, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3572, which was awarded to you on August 21, 1951 by the State Highway Commission, for grading and surfacing on the Independence-Albany County Road in Benton County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
OCT 1 - 1951
FOR FILING

S-13 (4)

3572

September 25, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 10, 1951 on Contract No. 3572, Polk County Lino-Fir Grove Section, in connection with Federal Aid Project No. S-13 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
[illegible] 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 23, 1951
Salem, Oregon

SUBJECT: Polk County Line-Fir Grove Section
Benton County

To:

W. C. Williams
Assistant State Highway Engineer
OFFICE

This is to advise that Benton County has secured the right of way for the material source on this project. The source secured is not the original one requested but one adjacent thereto.

R. L. Porter

R. L. Porter
Ass't. Right of Way Engineer

RLP:mmh

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

S-13 (4)

3572

August 23, 1951

G. D. Dennis and Sons
7355 S. E. Johnson Creek Boulevard
Portland 6, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3572 for the Polk County Line-Fir Grove Section of the Independance-Albany County Road in Benton County. This award was based on your low bid of $38,975.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON
S-13(4)
3372

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-13(4), Polk County Line-Fir Grove Section of the Independence-Albany Road, to G. D. Dennis and Sons of Portland, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
State Highway Engineer

[illegible] COMMISSION

RECEIVED
AUG 1[illegible] 1951
FOR FILING

S13(4)

112

August 16, 1951

County Court of Benton County
Court House
Corvallis, Oregon

Gentlemen:

We are enclosing herewith for the records and files of the County of Benton a fully executed copy of a maintenance agreement between the State Highway Commission and Benton County, covering the proposed Polk County Line-Fir Grove Section, Oregon Project S-13(4) of the Independence-Albany County Road in Benton County, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

[illegible] 1951
FOR FILING
DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-13(4), Polk County Line-Fir Grove Section of the Independence-Albany Road have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been obtained.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please furnish the usual copies of county encroachment and maintenance resolution.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

[illegible]
[illegible]
8-8-51

RECEIVED
1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON
S-13(4)
2572

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Advance approval of Items 147 and 148, Projects S-13(4) and S-73(2) respectively of the ninth supplemental inclusions Oregon Postwar FAS Program has been granted effective August 2, 1951.

S-73

The approval of item 148, Project S-73(2) is in accordance with Mr. Williams' memorandum request of July 23, 1951. Since no separate action will be taken relative the memorandum it is requested that your program lists be revised accordingly. We have made the revision on our copies.

This will confirm our verbal August 6, 1951 notification of this program action.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Probert.

OREGON PROJECT S-13(4)
FAS HIGHWAY 193

RESOLUTION

WHEREAS, a County Road in Benton County, State of Oregon, known as the Independence-Albany County Road, is routed through the County of Benton, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Benton County, the section adopted for improvement being more particularly described as follows; to wit:

> From State Highway Engineer's Survey Station 344+00 in Sec. 10, T. 10S., R. 4W., W.M. westerly to a junction with FAS Highway 205, a distance of 1.098 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Benton will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Benton

County, Oregon, that no encroachments will be permitted on the county road, known as the Independence-Albany County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Benton County, Oregon, this 3rd day of August, 1951.

Attest:

Ralph P. Schindler
County Clerk

By Geo. D. McBee
County Judge

By Walter Schmidt
County Commissioner

By ______________________
County Commissioner

Form cc-12
Page 2

FAS 193

Benton Co.

NOTED
J. W. CATTRALL

FORM E-90 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1951

SUBJECT: File No. 17801-Grimps
Fir Grove School-Granger Rd. Section
Albany-Independence County Road

To: Mr. John W. Cattrall
County and City Relations Engineer
OFFICE

Dear Mr. Cattrall:

We are enclosing herewith two options forms in quintuplicate for property to be leased by Benton County for a borrow pit and haul road on the Albany-Independence River County Road. One option is for the borrow area and the haul road in two separate parcels. The alternate option shows the acquisition as one parcel combining the proposed borrow pit and including the haul road. A copy of our Statement of Information is attached.

We are also enclosing a print of map 1R-5-148 covering this property.

NUMBER	NAME	PARCEL	AREA
17801	Robert B. Grimps	1	1.15 acres
		2	0.50 acre
17801	Robert B. Grimps		3.60 acres

Very truly yours,

J. M. DEVERS

By EJ Benner

E. J. Benner

AE:je
Encl.

cc: Forrest Cooper

NOTED
J. F. HAGEMANN

RECEIVED
JUL 31 1951
ENGINEER
COUNTY & CITY RELATIONS

0.05

NOT
Harold

NOTED
J. W. CATTRALL

FORM E-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
August 2, 1951

SUBJECT: File No. 17800
Fir Grove Sch.-Independence Granger Rd.
Albany-Indep. River Rd.

To: Mr. J. W. Cattrall
County and City Relations
OFFICE

Dear Sir:

Herewith is option form in quintuplicate for property to be acquired by Benton County for right of way on the Fir Grove School-Independence Granger Road Section of the Albany-Independence River Road. Also attached are four prints showing this property.

File No.	Owner	Area
17800	Hilbert, Archie R. and Hilda M.	0.05 acre

Yours very truly,

J. M. DEVERS

By EJBenner

E. J. BENNER

NOTED
J. F. HAGEMANN

cv
attach:

NOTED
Harold C. Ayers

RECEIVED
AUG 2 1951
ENGINEER
[illegible] RELATIONS

OREGON PROJECT S-13(4)

8-3-51

AGREEMENT

The County of Benton, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 1.098 miles of FAS Highway 193 from State Highway Engineer's Station 344+00 in Sec. 10, T. 10S., R. 4W., W.M. westerly to a junction with FAS Highway 205 known as the Polk County Line-Fir Grove Section, and to be designated as Oregon Project No. S-13(4), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County agrees to procure at its sole cost and make available before a contract is awarded for said project, a right of way having a width of at least 60 feet throughout, and further agrees to procure and make available such additional width or widths of right of way as may be required for cut and/or

Form cc-33

NOTED
J. F. HAGEMANN

fill slopes.

4. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

5. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

6. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon the relocated section or sections of the proposed road.

7. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads. "

(b) No signs (other than those specified in paragraph "a" above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 2nd day of August, 1951, and the Highway Department on the 14th day of August, 1951.

COUNTY OF BENTON

By Leo I. McBee
County Judge

By Walter Schmidt
County Commissioner

By
County Commissioner

ATTEST: Ralph P. Schindler
County Clerk

OREGON STATE HIGHWAY COMMISSION

By (sgd) BEN R. CHANDLER
As Chairman

By
As Commissioner

(sgd) By M.K. McIVER
As Commissioner

ATTEST: H.B. Glaisyer (sgd)
Secretary

Sheet 2
Form cc-33

8-3-51

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary and Typical Section
3-4	Plan and Profile

DRG. NO.
9809 - Dbl. 6'x4' R.C. Box Culvert

ST

P

OF PROJECT S-13(4)
00

STATE OF OREGON
STATE HIGHWAY DEPARTN

PLANS FOR PROPOSED PROJEC

POLK CO. LINE - FIR GROVE S
INDEPENDENCE-ALBANY ROAD
BENTON COUNTY

July, 1951

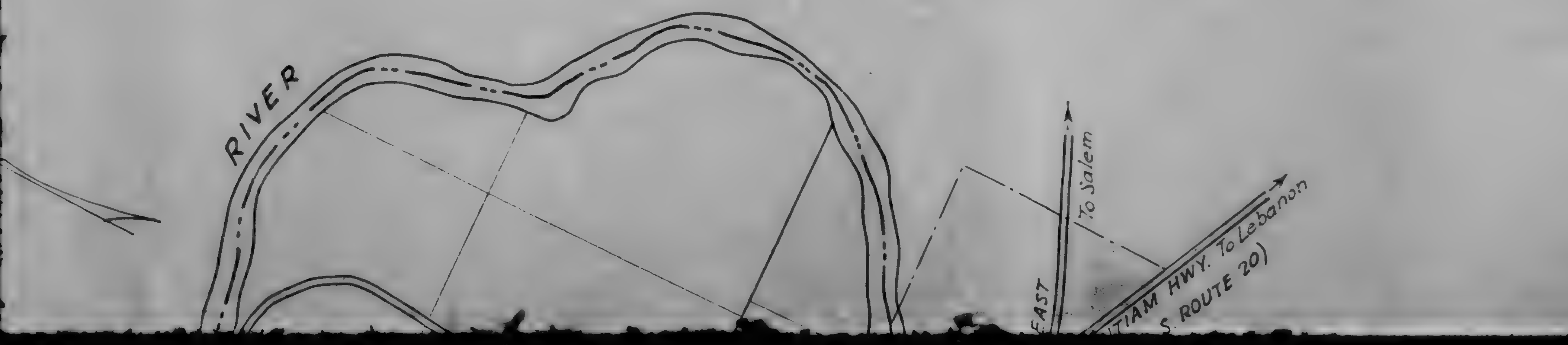
PROJECT S-13(4)
FAS-13(3)
N
RIVER

TE OF OREGON
GHWAY DEPARTMENT

R PROPOSED PROJECT

NE - FIR GROVE SECTION
DENCE-ALBANY ROAD
BENTON COUNTY

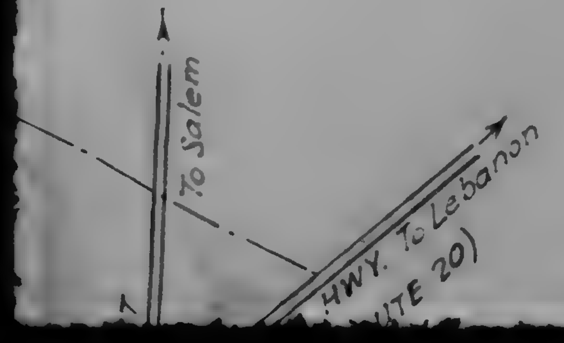
July, 1951


RIVER
To Salem
EAST
TIAM HWY. To Lebanon
S. ROUTE 20)

File

POLK CO. LINE - FIR GROVE SECTION INDEPENDENCE - ALBANY ROAD BENTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-13(4)		See Index

FAS Hwy No. 193
Benton County
Approved Plans
Aug., 1950


To Salem
HWY. To Lebanon
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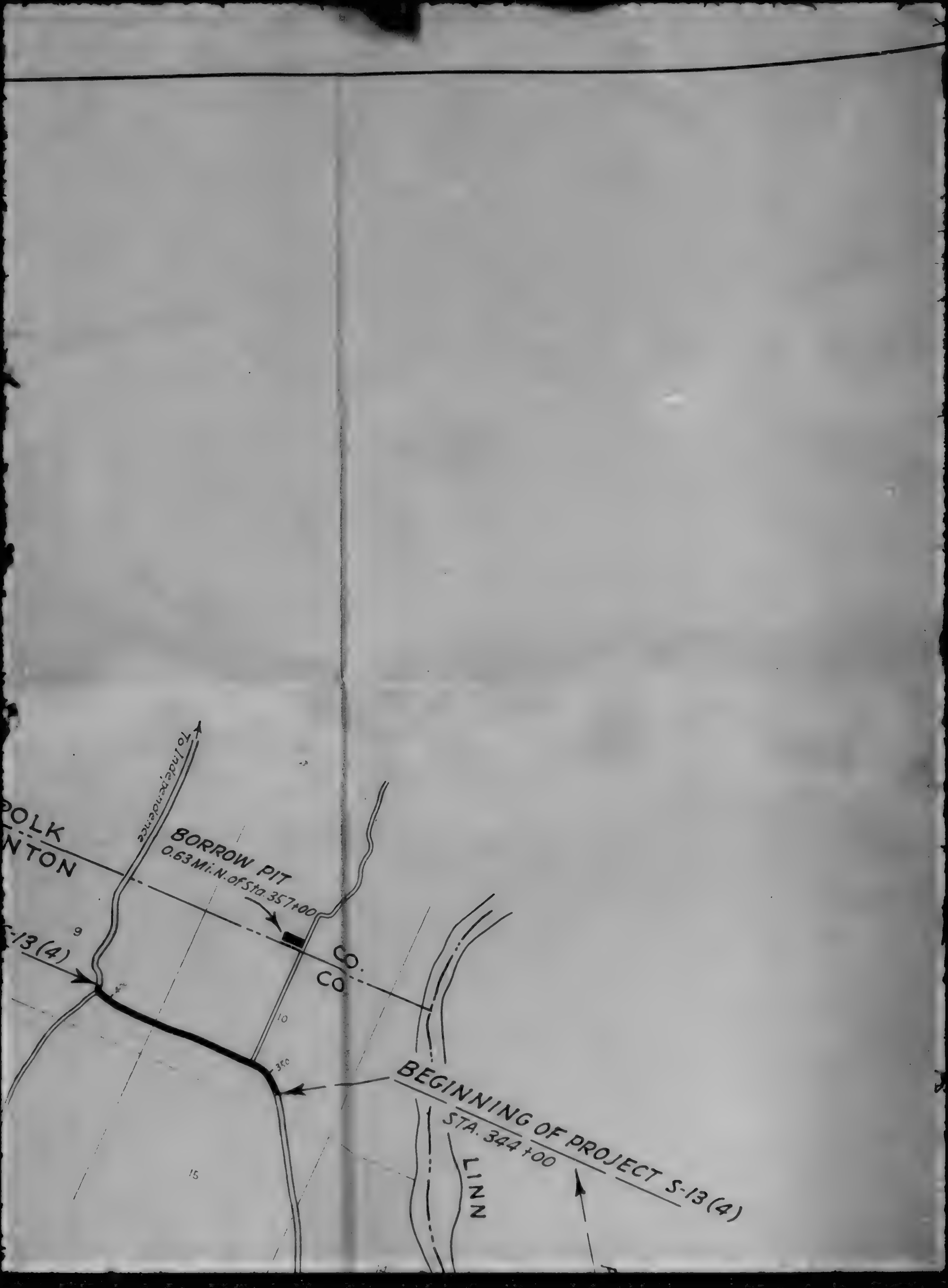
POLK
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To Independence
BORROW PIT
0.63 Mi. N. of Sta. 357+00
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S-13(4)
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BEGINNING OF PROJECT S-13(4)
STA. 344+00
15
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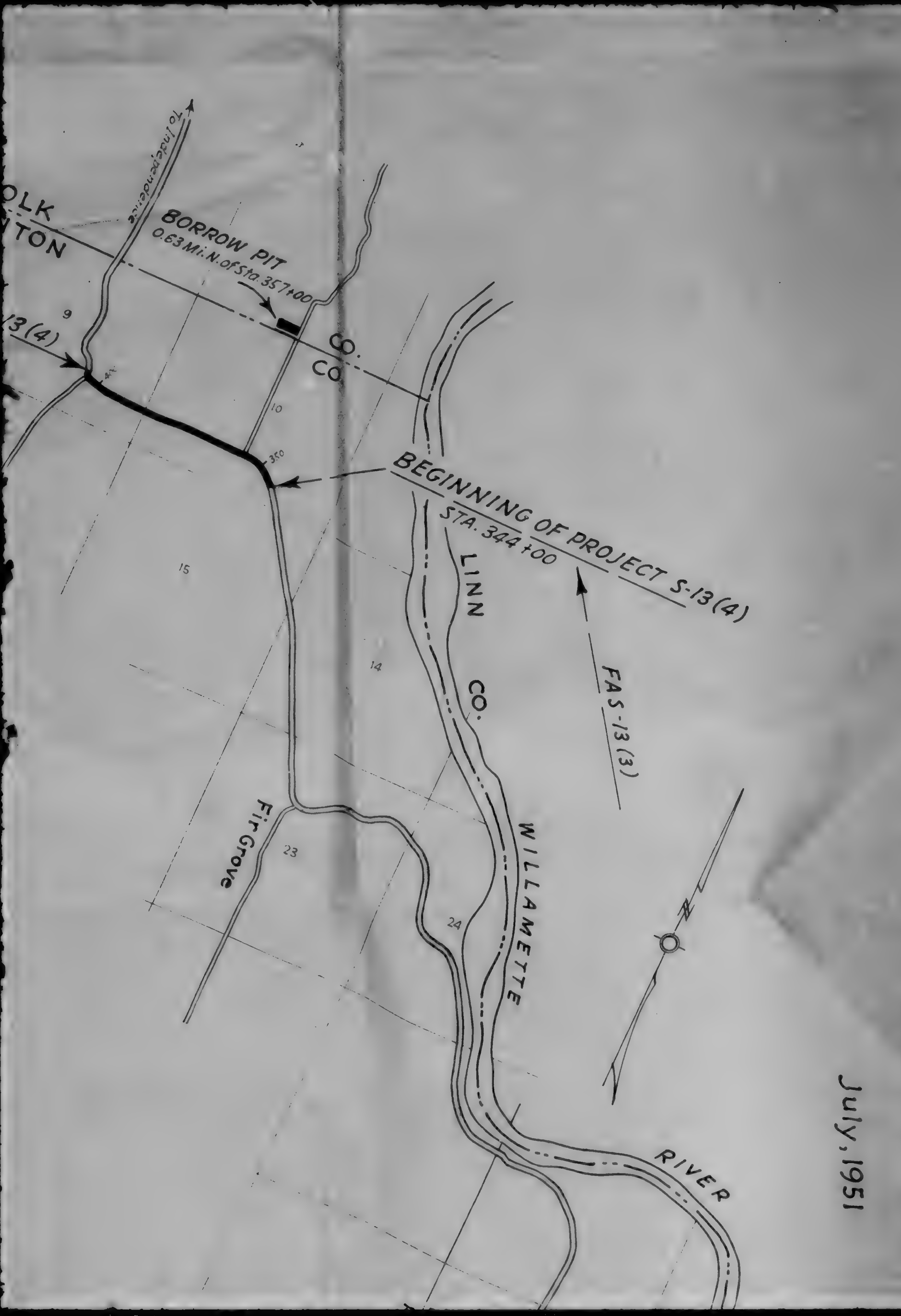
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To Independence
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350
BEGINNING OF PROJECT S-13(4)
STA. 344+00
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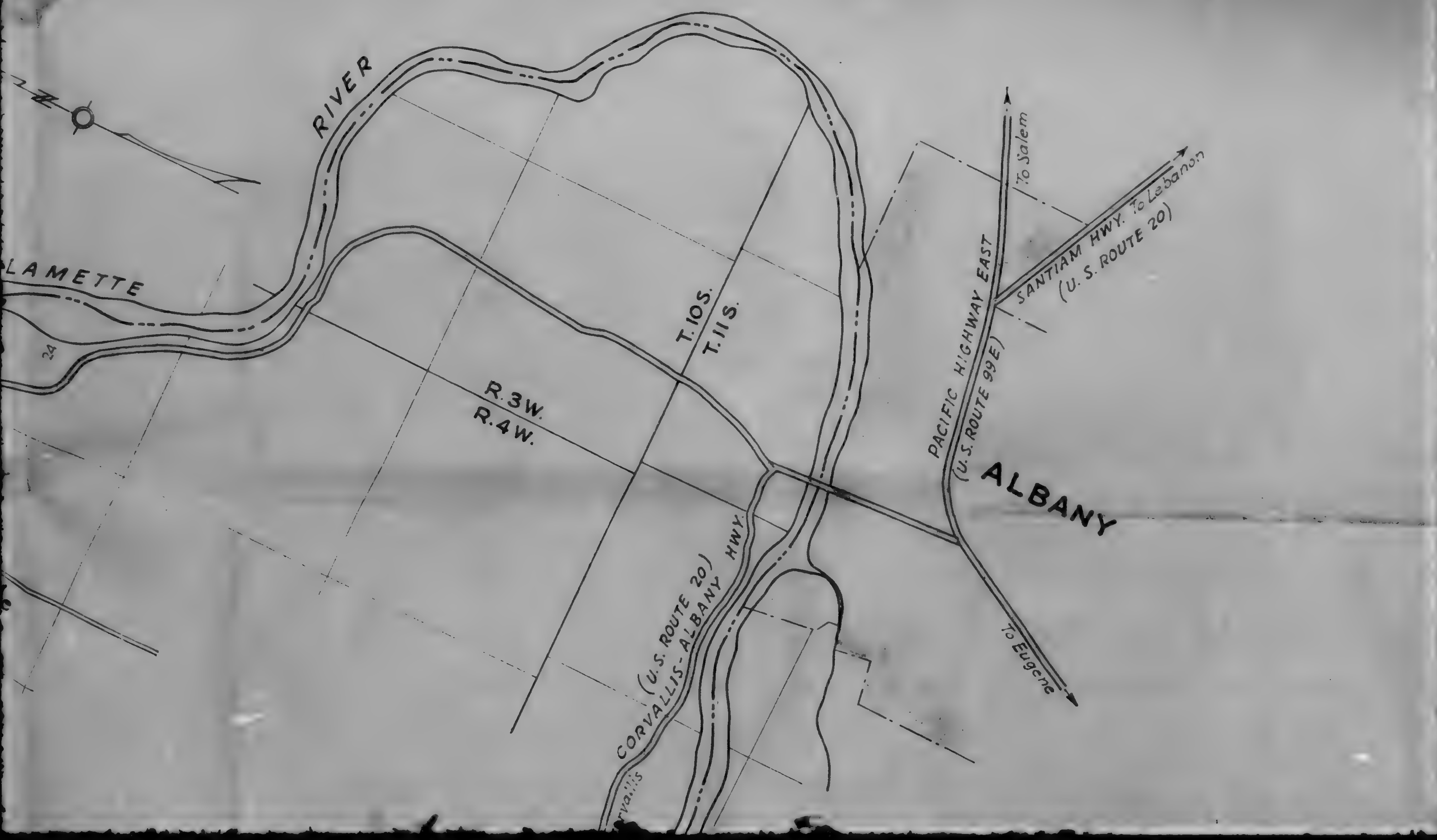
14
LINN
CO.
FAS-13(3)
Fir Grove
23
24
WILLAMETTE
RIVER

INDEPENDENCE-ALB
BENTON COUNT

July, 1951

ENDENCE-ALBANY ROAD
BENTON COUNTY

July, 1951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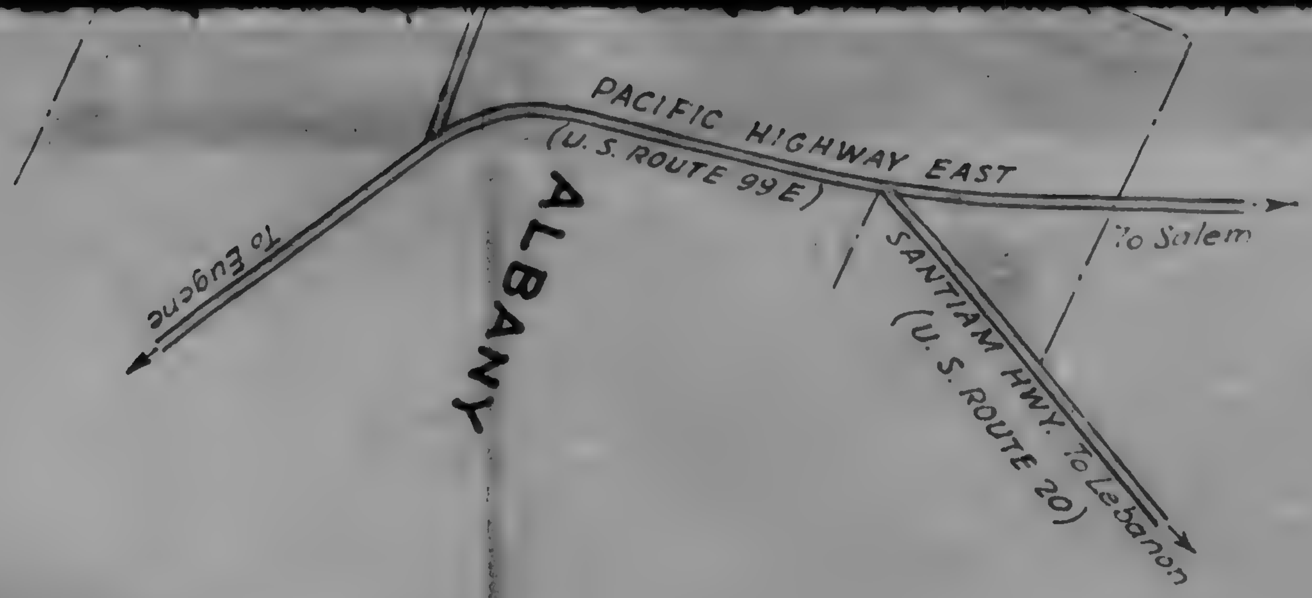
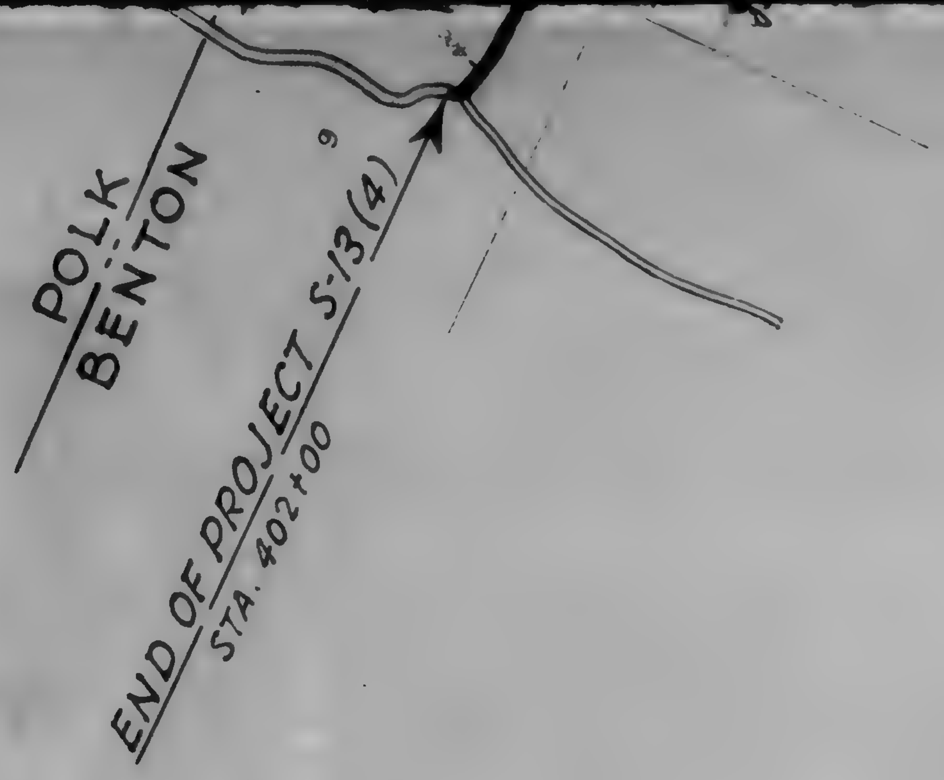
LAMETTE
RIVER
24
R. 3W.
R. 4W.
T. 10S.
T. 11S.
(U. S. ROUTE 20)
CORVALLIS-ALBANY HWY.
rvallis
PACIFIC HIGHWAY EAST
(U. S. ROUTE 99E)
To Salem
SANTIAM HWY. To Lebanon
(U. S. ROUTE 20)
ALBANY
To Eugene

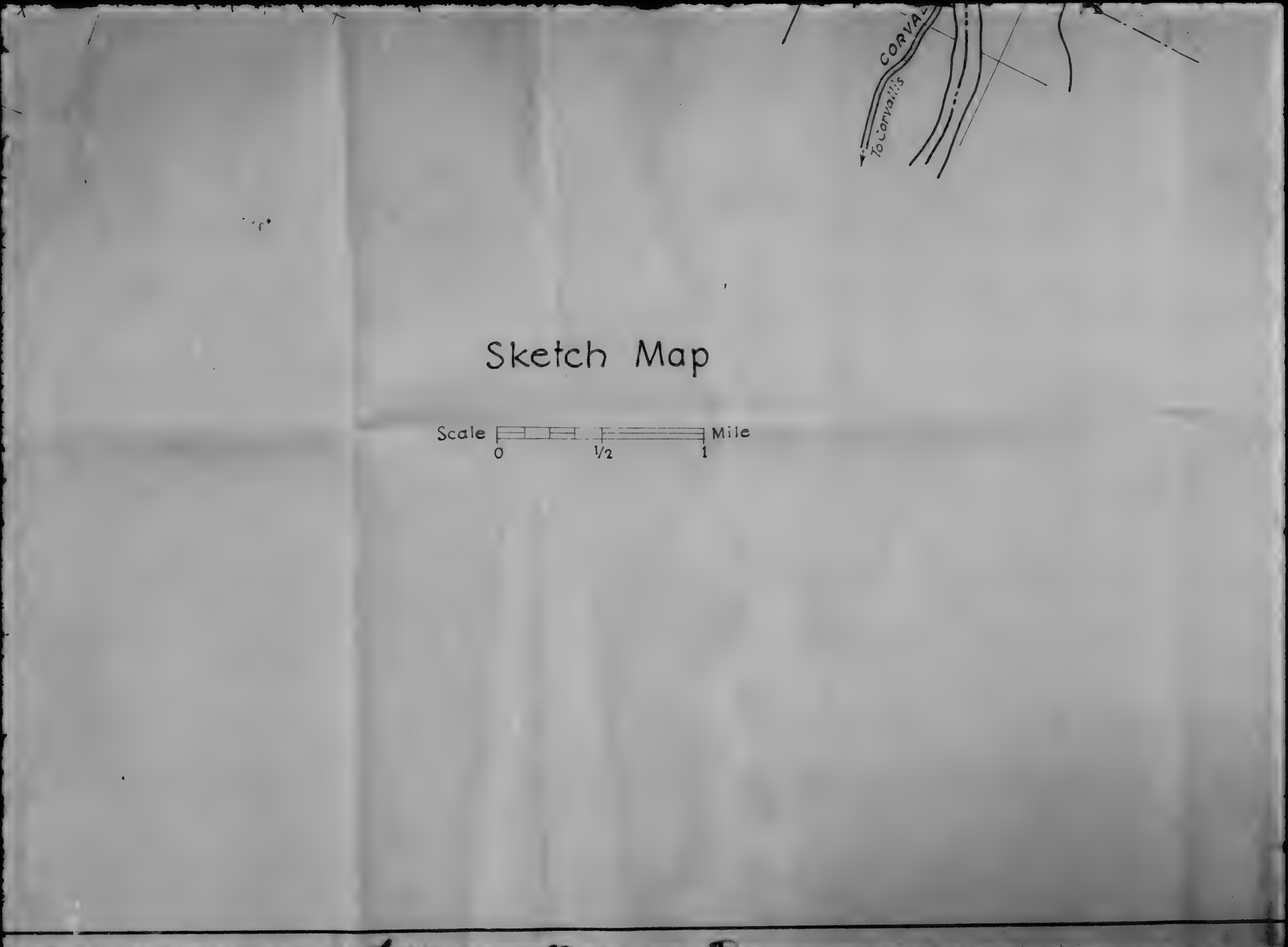

PACIFIC HIGHWAY EAST
(U. S. ROUTE 99E)
To Salem
To Eugene
ALBANY
SANTIAM HWY. To Lebanon
(U. S. ROUTE 20)

APPROVED......August 3 1951
COUNTY COURT OF Benton COUNTY

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees


POLK
BENTON
END OF PROJECT S-13(4)
STA. 402+00
9



Sketch Map

CORVA
To Corvallis
Scale
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1/2
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APPROVED August 3 1951
COUNTY COURT OF Benton COUNTY
BY Geo. I. McBee
COUNTY JUDGE
Walter Schmidt
COUNTY COMMISSIONER

COUNTY COMMISSIONER

R H Baldock
STATE HIGHWAY ENGINEER

REGISTERED PROFESSIONAL ENGINEER
157
R H Baldock
OREGON
NOV. 8.1919
R. H. BALDOCK

RECOMMENDED FOR APPROVAL DATE ______

DISTRICT ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

APPROVED DATE ______

DIVISION ENGINEER
BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

STATE HIGHWAY COMMISSION

BEN R. CHANDLER,	Chairman
CHAS. H. REYNOLDS.	Commissioner
M. K. McIVER.	Commissioner

S-73(2) Banzer Bridge over Nehalem River, Nehalem Secon. Hwy. 1951

#3573

RECEIVED
OCT 9 - 1952
FOR FILING

[illegible]

[illegible]

October 8, 1952

nook Bros.
Box 667
Corvallis, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 76 days, from June 15 to August 30, 1952, within which to complete your contract No. 3573 for constructing Banzer Bridge on the Nehalem Secondary Highway in Columbia County.

I am pleased to inform you that the Highway Commission granted your request to August 27, 1952, the completion date of your contract, without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

W. A. Palmateer,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 22, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3573	10-final	Snook Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17441	R-49764	$ 5,431.39	Sep. 22, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Feb. 28, 1952

Time Extensions: Extended to Aug. 27, 1952 without penalty

Completion Date: Aug. 27, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record
Assignment: To Benton County State Bank of all monies due or to become due except Ret.%.
Remarks: This payment is for ret.%. Warrant sent direct to Snook Bros. not assigned.

Date: 9-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
[illegible]

[illegible]

RECEIVED
FOR FILING

S-[illegible]

[illegible]

September 16, 1952

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3573 for construction of Nehalem River (Banzer Bridge) Bridge on the Nehalem Secondary Highway in Columbia County was completed by the contractor, Snook Brothers, on August 27, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $5,431.39 will be released to the contractor after acceptance by the Commission. The total contract amount is $68,259.31, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Wash.

NOTED ON CARD
9-16

RECEIVED
FOR FILING

September 16, 1952

State Highway Commission

Request for extension of time
No. 23
September 22 and 23 meeting.

Gentlemen:

Re: Banzer Bridge over Nehalem River, Contract No. 3573

Herewith an application for an extension of time from June 15 to August 27, 1952, from Hoock Brothers, contractors for the Banzer Bridge over the Nehalem River on the Nehalem Secondary Highway in Columbia County, for the completion of the work on the project.

This contract was previously extended from February 29, 1952, the specified completion date, to June 15, 1952.

The project includes the removal of the existing bridge which could not be done until our State forces had made the approach embankment and surfaced it at each end of the new structure. This was completed on May 22, 1952 and the structure opened to traffic. The extension is to allow for the removal of the existing structure.

We are recommending that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
FOR FILING

[illegible]-72(2)

[illegible] 3

August 13, 1952

Hansen and Rowland, Inc.
Puget Sound Bank Building
Tacoma, Washington

Attention: Mr. A. Van R. Schermerhorn

Filed in contract #3694

Gentlemen:

This is to acknowledge your letter of August 11 concerning amounts due Snook Brothers on two of their state highway contracts.

On the Banzer Bridge Contract No. 3573, the amount you show as due them and the retained percentage as of June 10th agree with our records. The amount of work performed between June 10th and June 30th in the sum of $3,394.28 is approximately correct as near as we can determine.

On the Nehalem River Bridge Contract No. 3694, the amounts shown in your letter as payable to them on June 10th agree exactly with our records; however, the amount of labor and material placed on the job between June 10th and June 30th is somewhat larger than the amount we can determine which, from our records, appears to be about $15,000. This discrepancy, however, could come about by reason of the contractor showing materials on hand which the Resident Engineer might, for some reason or other, not include in his estimate for that particular period.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

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MAR 20 1952
FOR FILING

X- [illegible]

3573

March 20, 1952

Snook Brothers
Box 667
Corvallis, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on March 13, 1952, had under discussion your request for an extension of time of 108 days, from February 28 to and including June 15, 1952, within which to complete your contract No. 3573 for constructing bridge over the Nehalem River (Banzer Bridge) on the Nehalem Secondary Highway in Columbia County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: F. D. Eason,
Division Engineer

W. A. Palmatoer,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
3-31-52

RECEIVED
1952
FOR FILING

3214

February 26, 1952

Snook Brothers
General Contractors
P. O. Box 687
Corvallis, Oregon

Gentlemen:

Re: Banner Bridge

Weather conditions are such that it is not advisable to attempt to place the approach embankment at the Banner Bridge until some time in April. We have already recommended a time extension for you on this contract of sufficient length to allow completion of the work with the embankment construction as scheduled above.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

GSP:gm

cc F. D. Eason
W. A. Palmateer

February 25, 1952 ASSIGNMENT

No. 321
By WCW

Description: Snook Brothers' letter of February 21 re Contract No. 3573; asking whether State anticipates completing approaches and routing of traffic over new bridge

Acknowledged by ------ Referred to Paxson ✓

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ---------------------- signature

Assignment executed 2-26-52 Report received ---------

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

me

L. SNOOK
329 N. 18TH STREET
CORVALLIS, OREGON
PHONE 1003-W

PAUL SNOOK
7208 S. E. 18TH AVE.
PORTLAND 2, OREGON
PHONE FI 2041

Snook Brothers
GENERAL CONTRACTORS
HOME OFFICE:
CORVALLIS, OREGON
P. O. BOX 687

February 21, 1952

NOTED
W. C. WILLIAMS

Oregon State Highway Commission
Salem, Oregon

Regarding Banzer Bridge Job. Contract No. 3573

Gentlemen:

It is our intent to have this project far enough along to receive the dirt fill approaches at either end shortly after the first of March 1952.

To facilate the removal schedule of the old bridge, can you please advise when the State anticipates completing these approaches and the routing of the traffic over the new bridge.

Yours truly,

SNOOK BROTHERS

L. Snook
L. Snook

PLEASE RETURN TO
W. C. WILLIAMS

LS:ch

RECEIVED
FEB 25 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 26 1952
FOR FILING

2 – 73(2)

3373

February 25, 1952

Request for extension of time
No. 2
March 13 and 14 meeting.

State Highway Commission

Gentlemen:

Re: Banzer Bridge over
Nehalem River
Contract No. 3373
Snook Bros., Contractors

Herewith an application for an extension of time in which to complete the Banzer Bridge over the Nehalem River in Columbia County.

This structure is on a new line, and the approach embankments were to be made by State forces. The weather has been such that it is not feasible to attempt to place these approaches prior to April or possibly May. The bridge contractor is to remove the existing bridge, which cannot be done until after the approaches to the new bridge are in place.

In view of these facts we are recommending that the extension from February 28, 1952, to and including June 15, 1952, be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

S-73(2)

December 28, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon S-73(2), Banzer Bridge
(Nehalem River)

Enclosed herewith for your files is an executed copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

[illegible]

For

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary

Project No. S-73(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of December, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 2nd day of August, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of August, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of forty-nine thousand and 00/100 dollars ($49,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; (Include date and citation of Chapter 529, Laws 1939. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 702+80 and survey station 705+40 all in the SW 1/4, Section 10, T. 6 N., R. 5 W., W.M., without exception, length 0.049 miles, in Columbia County, being Oregon Federal Aid/ Secondary project No. S-73(2), consisting of 0.000 miles of roadway and one bridge[illegible]h of more than 20 feet clear span, 0.049 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 702+80 and survey station 705+40 all in the SW 1/4, Section 10, T. 6 N., R. 5 W., W.M., without exception, length 0.049 miles, in Columbia County, being Oregon Federal Aid/ Secondary project No. S-73(2), consisting of 0.000 miles of roadway and one bridge[illegible] of more than 20 feet clear span, 0.049 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of forty-nine thousand and 00/100 dollars ($49,000.00), which does not exceed the authorized Federal pro rata share of seventy-nine thousand, six hundred sixty and 35/100 dollars ($79,660.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing
Chapter 529, Laws 1939.
funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title of officer)

By Chas H. Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest H.B. Glaisyer
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By W. H. Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
DEC 2 1951
DIVISION 8

RECEIVED
FOR FILING

[illegible]

3573

Mrs Lewis
please give your
"recorded" stamp
on this DWS

December 5, 1951

Mr. W. M. Burkhart
Cashier
Benton County State Bank
Corvallis, Oregon

Dear Mr. Burkhart:

I have received your letter of December 4, 1951 transmitting an original and one copy of the assignment given Benton County State Bank by Snook Bros. of all payments now due or hereafter to become due Snook Bros. in connection with State Highway Contract No. 3573 for construction of the Banzer Bridge over the Nehalem River.

This appears to be in proper form, and we will honor it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: Snook Bros.
P. O. Box 687
Corvallis, Oregon

NOTED ON CARD
12-5-51

December 5, 1951

Mr. Clifford H. Maison (2)
Manager
Accounting Division
OFFICE

Attention: Mr. Carl F. Smith

I hand you herewith an executed assignment given by Snook Bros. to the Benton County State Bank of all monies hereafter to become due Snook Bros. in connection with State Highway Contract No. 3573 for construction of the B nzer Bridge over the Nehalem River.

Please note that this assignment does not contain retained percentages.

I also attach a copy of a letter from Maryland Casualty Co. consenting to the assignment.

Future payment in connection with this job, except for retained percentages, is to be made payable to Snook Bros. assigned to the Benton County State Bank.

Secretary

HBG:la
Enc.

cc: F. A. Query

Mr. Query: Attached hereto is the original of the above mentioned assignment and surety's consent, both of which should be noted on Mrs. Lewis' card and filed in the contract. HBG

[illegible]

12-5-51

E. E. JOHNSON SENIOR VICE PRESIDENT

W. M. BURKHART, CASHIER

Benton County State Bank

Corvallis, Ore.

December 4, 1951

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

Your letter of December 3 addressed to Snook Brothers enclosed assignments in form acceptable to you and requested that the original and one copy be returned to your office.

Mr. Snook referred the correspondence to me and asked me to enclose the assignments executed by themselves. I trust that you will find these in order.

Yours very truly,

W M Burkhart

W. M. Burkhart
Cashier

WMB:c
Encls.

[illegible]

12-5-51

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

December 3, 1951

Snook Bros.
P.O. Box 687
Corvallis, Oregon

Gentlemen:

Pursuant to our telephone conversation of a few minutes ago, I enclose 5 copies of an assignment of claim form whereby you assign to the Benton County State Bank all monies now due or hereafter to become due you, except RETAINED PERCENTAGES, from the State Highway Department in connection with State Highway Contract No. 3573 for construction of the Banzer Bridge over the Nehalem River on the Nehalem Secondary Highway, Columbia County.

We could not honor the assignment as previously submitted, but will honor the enclosed assignment, if you will sign it.

Please return the original and one copy to me for further handling, both signed by yourself before witnesses.

I am in receipt of a letter from the Maryland Casualty Company consenting to the assignment of all monies due on specific earned estimates, except retained percentages, that are being withheld pending completion and acceptance of the contract.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

cc: Wm. Burkhart, Cashier
Benton County State Bank

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Fifteen Thousand and no/100

($15,000.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies now due or hereafter to become due us, except retained percentages, from the State Highway Department in connection with State Highway contract No. 3573, Banzer Bridge over Nehalem River, Columbia County

to Benton County State Bank, Corvallis, Oregon and authorize and empower said Benton County State Bank to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honored, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this ~~[illegible]~~ day of ~~November~~ December, 1951

Executed in the presence of us as witnesses:

[redacted]

[redacted]

SNOOK BROTHERS

By: [redacted]
Partner

STATE PRINTING DEPT.

FORM E-30 25M 6-51 49718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1951

SUBJECT:

To: H. B. Glaisyer
Secretary
Office

We have received back, properly signed, Estimate Voucher No. 21135 for $19,980.27, in favor of Snook Bros., covering Estimate III, contract 3573. I am attaching it together with two copies of an assignment of claim in the amount of $15,000.00 even, given by Snook Bros. in favor of the Benton County State Bank, Corvallis. I also enclose the bank's accompanying letter of November 28, stating that the bond company has been contacted and apparently will write you direct giving their consent. I presume from the reading of the letter and the assignment form, that the intention is to remit the entire payment of $19,980.27, although it is not very specific, and you will note the consideration does not cover the amount of the payment. I believe that the definite question of whether or not they intended to assign the entire amount of the Estimate should be clarified before the assignment is honored, as the Secretary of State will not split payment on the voucher.

Carl F. Smith

Carl F. Smith
Claims Supervisor

CFS:cg

HANSEN & ROWLAND, INC.
General Agents

Tacoma, Washington

November 28, 1951

Oregon State Highway Commission
Salem, Oregon

RE: Bond No. 57458 - Snook Bros. - to - State of Oregon, Contract for the Banzer Bridge over Nehalem River on the Nehalem Secondary Highway in Columbia County. Bridge No. 3140-A, Contract No. 3573.

Gentlemen:

We have been advised by Snook Bros. that they have assigned the estimate due them on the captioned contract to one of the local banks, and that you desire approval of the surety in connection with said assignment.

You are hereby advised that the Maryland Casualty Company, surety on the bond guaranteeing the performance of said contract, has no objection to the assignment of monies due on specific earned estimates. This approval does not extend to the assignment of retained percentages withheld pending acceptance and completion of the contract.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

/s/ A. Van R. Schermerhorn,
Mgr., Surety Bond Dept.

AVRS:zlc

cc - Snook Bros.
Box 687
Corvallis, Oregon

COPY

PRESIDENT E. E JOHNSON, SENIOR VICE PRESIDENT W. M. BURKHART, CASHIER

Benton County State Bank

Corvallis, Ore.

November 28, 1951

REFERRED TO
Smith
C. H. MAISON, Manager
ACCOUNTING DIVISION

Oregon State Highway Commission
319 State Office Building
Salem, Oregon

Gentlemen:

I am enclosing claim under estimate Number 3 for the account of Snook Brothers under their contract Number 3573 together with assignments in duplicate of the claim to us.

In the event that you require the consent of the bonding company, please be advised that the bonding company has been contacted by telephone and indicated that they would write you direct verifying their consent without prejudice to the assignments.

Very truly yours,

W M Burkhart

W. M. Burkhart
Cashier

WMB:nm

encs.

[illegible]

RECEIVED
1951
FOR FILING

October 17, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Banzer Bridge (Nehalem River), Project No. S-73 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-73 (2)

BANZER BRIDGE (NEHALEM RIVER)

ON THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 11, 1951

Type Code X021
Bridge (Sta. 702+30 to 705+40)

All Required	Shoring, Cribbing, Etc.		$ 7,552.50
420 cu. yds.	Structural Excavation	$ 6.00	2,520.00
25 cu. yds.	Structural Excavation, Below Elevation Shown	6.00	150.00
620 cu. yds.	Class "A" Concrete	63.00	39,060.00
160,000 lbs.	Metal Reinforcement	.11	17,600.00
All Required	Removal of Old Bridge		5,536.00
		Subtotal	$72,418.50
		10% Engr. & Cont.	7,241.85
		Total	$79,661.45

Length- - - - - - - - - - - - - - - - -0.049 mile

Federal Secondary Funds- -	$49,000.00
State Funds- -	30,661.45
	$79,661.45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

August 1, 1951

Mr. C. G. Folk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Banzer Bridge (Nehalem River), Project No. S-73 (2).

Six bid proposals and one set of full size plans are also being sent.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-73 (2)

BANZER BRIDGE (NEHALEM RIVER)

ON THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 1, 1951

Type Code X021
Bridge (Sta. 702+80 to 705+40)

All Required	Shoring, Cribbing, Etc.		$ 5,000.00
420 cu. yds.	Structural Excavation	$ 5.00	2,100.00
25 cu. yds.	Structural Excavation Below Elevation Shown	10.00	250.00
620 cu. yds.	Class "A" Concrete	65.00	40,300.00
160,000 lbs.	Metal Reinforcement	0.12	19,200.00
All Required	Removal of Old Bridge		5,000.00
		Subtotal	$71,850.00
		10% Engr. & Cont.	7,185.00
		Total	$79,035.00

Length- - - - - - - - - - - - 0.049 mile

Federal Secondary Funds- -	$49,000.00
State Funds- -	30,035.00
	$79,035.00

BANZER BRIDGE

PROJECT NO. S-73 (2)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 1, 1951

BANZER (NEHALEM RIVER) BRIDGE

PROJECT NO. S-73 (2)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

RECEIVED
[illegible] 1951
FOR FILING

5-73(2)

3573

September 25, 1951

Snook Brothers
Box 687
Corvallis
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3573, which was awarded to you on August 21, 1951 by the State Highway Commission, covering construction of the Banzer Bridge over the Nehalem River on the Nehalem Secondary Highway in Columbia County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

September 21, 1951

Snook Bros.
Box 687
Corvallis, Oregon

Gentlemen:

We have been advised by our District Engineer that you failed to receive allotment authorization letter, BPR Serial No. D35-60, dated August 23, which we mailed you at the above address on that date. The letter authorized an allotment of reinforcing steel for the Banzer bridge, Oregon project S 73(2), for fourth quarter 1951 and first quarter 1952 delivery.

We enclose a duplicate copy of the letter to complete your files. It does not, of course, allot additional steel.

Very truly yours,

W. H. LYNCH
Division Engineer

Encl.

RECEIVED

FOR FILING

5-73(2)

3523

August 23, 1951

Snook Brothers
P. O. Box 687
Corvallis, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3573 for the Banzer Bridge over the Nehalem River on the Nehalem Secondary Highway in Columbia County. This award was based on your low bid of $72,418.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
1951
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON

S-73(2)

3573

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-73(2), Banzer Bridge on the Nehalem Highway, to Snook Brothers of Corvallis, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
State Highway Engineer

RECEIVED
1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1951
FOR FILING

S-73(2)

2973

Department of Commerce
Bureau of Public Roads
Division Eight

C
O
P
Y

August 15, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Advance approval of Items 147 and 148, Projects S-13(4) = 2972 and S-73(2) respectively of the ninth supplemental inclusions Oregon Postwar FAS Program has been granted effective August 2, 1951.

The approval of Item 148, Project S-73(2) is in accordance with Mr. Williams' memorandum request of July 23, 1951. Since no separate action will be taken relative the memorandum it is requested that your program lists be revised accordingly. We have made the revision on our copies.

This will confirm our verbal August 6, 1951 notification of this program action.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
1951
FOR FILING

S 73(2)

[illegible]

August 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-73(2) Banzer Bridge
Your requests, Form CMP-4C
(a) Authority to commence construction
No. 35-118
(b) Allotment of critical materials

Dear Sir:

Your request form dated August 2, 1951 was received in this office on August 6.

The project contemplates the construction of a bridge across the Nehalem River between Mist and Birkenfeld. The existing structure is dangerously narrow, of uncertain load carrying capacity and suffers an impaired sight distance. It is subjected to heavy log haul traffic.

The total amount of steel requested consists of 80 tons of reinforcing steel for which you have requested fourth quarter 1951 delivery.

Authority to commence construction is granted subject to contrary action at higher levels.

We have sent your application for the necessary critical materials to the Division office today, recommended for approval.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By

C. G. POLK
Acting District Engineer

[illegible]

OR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

Const
Fed. Aid
Oreg. F. Proj.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 6, 1951

REFERRED TO
Mr. Probert
By State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-73(2), Banzer Bridge (Nehalem River) Section of the Nehalem Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

[illegible] Redmond (7th St.) Landscaping [illegible]
Project on The Dalles-California
#[illegible] Highway at Redmond.

RECEIVED

FOR FILING

September 9, 1952

[illegible]. S. Whitcomb Co., Inc.
6038 N. E. Simpson St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 57 days, from April 30 to June 26, 1952, within which to complete your contract No. 3574 for landscaping the Redmond (5th St.) Section on the The Dalles-California Highway in Deschutes County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

H. S. Cox,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep 9, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3574	2-final	C. S. Whitcomb Co. Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16673	R-48954	$ 398.61	9/9/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 30, 1952

Time Extensions: Extended to June 26, 1952 without penalty

Completion Date: June 26, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-10-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
FOR FILING

August 29, 1952

American Casualty Co.
607 Washington St.
Reading, Pa.

Gentlemen:

State Highway contract No. 3574 for landscaping on the Redmond (5th St.) Section of the The Dalles-California Highway in Deschutes County was completed by the contractor, C. S. Whitcomb Co.,Inc., on June 26 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $398.61 will be released to the contractor on or after September 8, 1952. The total contract amount is $3,986.11, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as the surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Alfred J. Davis Co.
312 Board of Trade Bldg.
Portland 4, Oregon

Noted on card
GL

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AUG [illegible] 1952
FOR FILING

9 14

3574

August 14, 1952

Request for extension of time
No. 19a
August 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from C. B. Whitcomb Co., Inc. for an extension of time on Contract No. 3574, Redmond (5th Street) Landscaping Project on The Dalles-California Highway, from April 30, 1952 to June 26, 1952.

All portions of this contract were completed by the time limit with the exception of certain grass areas which, due to inclement weather, had to be reseeded, and necessitated the overrun in time before growth was sufficient to accept.

No additional expense was incurred because of the overrun, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP lg

Form E-1—5M—7-49

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 28, 1952, 19

Section Redmond 5th Street

Kind of work Landscaping

Highway The Dalles-California

Section prefix 9-1601

Contractor C. S. Whitcomb Co., Inc.

Contract number 3574

Date of contract Aug. 21, 1951, 19

Date of completion April 30, 1952, 19

Date work started Sept. 4, 1951, 19

Estimated date of completion June 26, 1952, 19

Amount of contract . . . . $ 3953.20

Per cent of time elapsed 122 %

Estimated cost of completed project, exclusive of engineering . . . . $ 4131.09

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 190.00, 60 %

Date project was completed June 26, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final work has been completed by the contractor of lowering the sprinkler heads and taking care of the lawn.

This project was inspected last week by Mr. M[illegible]ola, Landscape Architect, from whom final approval was received. The final Notification of Completion has been submitted effective June 26, 1952.

RECEIVED
JUN 30 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address 1290 Wall Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 32571

RECEIVED
[illegible] 1 - 1951
FOR FILING

3574

September 28, 1951

C. S. Whitcomb Co., Inc.
6038 N. E. Simpson St.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3574, which was awarded to you on August 21, 1951 by the State Highway Commission, covering landscaping on the Redmond (5th St.) Section of the The Dalles-California Highway in Deschutes County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED
AUG 23 1951
FOR FILING

9-1601

3574

August 23, 1951

C. S. Whitcomb Company, Incorporated
6038 N. E. Simpson Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3574 for the Redmond (5th Street) Landscaping Project on The Dalles-California Highway in Deschutes County. This award was based on your low bid of $3,953.20 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

315-1[illegible] Rogue River ([illegible]) Grad- ing & Paving Project in vicinity of
#[illegible] Rogue River.

Rogue Rive
G.C.

March 21, 1977

Mr. Glen L. Clark
Region 3 Federal Aid Engineer

Robert H. Prange sy
Robert H. Prange
Local Projects Manager

City of Rogue River

Attached are copies of documents covering the city's SCA projects of 1949 and 1951. It was our policy at that time, and still is, that SCA projects be constructed only on city streets. You'll note that both the application resolution refers to "streets of said city", and that the city agrees to changes in grade and to maintain the streets after completion of the project.

Also attached are maps showing the FAS route running through the City of Rogue River. Note the route was not officially switched to Madrona Street until July 1, 1976, even through a 1974 city map showed it this way. A federal aid route is routed through a city generally for the purpose of connecting that route to another federal aid route. It does not change any of the jurisdictional authority of local government over their streets or roads.

RHP:sch

Attachment

(This in reply to verbal (phone) complaint by City about condition of above streets)

Ⓗ

√ NOTED
M. INOR C. HOLMES

[illegible]

FOR FILING

315-1705
~~City Street~~
Contract #3575
[illegible]

July 8th, 1953

FINAL COST ANALYSIS
Grade and Pave
T. W. Thomas, Contractor
G. E. Roberts, Resident Engineer

Rogue River (Main St.)
Prefix 315-1705-301(41)

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Struct. Excav., Unclass.	Cu. Yd.	147.54	$2.46	$2.50	$ 364.15	$ 368.85
General " "	" "	1,156.10	1.51	1.60	1,748.49	1,849.76
12" Corr. Metal Pipe	Lin. Ft.	32	3.75	3.00	120.15	96.00
8" Sewer Pipe	" "	34	1.37	2.00	46.55	68.00
12" " "	" "	369	1.21	3.00	445.93	1,107.00
Salvage Drain Pipe	" "	121	0.60	1.25	73.09	151.25
Concrete Catch Basins	Each	4	59.04	100.00	236.19	400.00
Uncrushed Material in Base	Cu. Yd.	759	1.40	1.60	1,062.44	1,214.40
3/4"-0 Material in Base	" "	158	6.39	5.50	1,010.52	869.00
*Sprinkling	M/Gal.	40	1.80	8.00	72.04	320.00
*3/4"-0 in Binder	Cu. Yd.	23	9.49	7.00	218.22	161.00
*RS-1 Emulsified Asphalt in Binder	Ton	3.62	41.59	60.00	150.55	217.20
*Class "B" Asphaltic Concrete	"	459.81	9.03	9.75	4,153.38	4,483.15
					$9,701.70	$11,305.61

	Gross Revenue	Total Cost	Profit	% Profit
T. W. Thomas	$ 6,124.26	$ 5,107.51	$1,016.75	16.60
J. C. Compton	5,181.35	4,594.19	587.16	11.33
Total Cost	$11,305.61	$ 9,701.70	$1,603.91	14.18

* Work done by J. C. Compton

NOTED
State Highway Engineer

Detail of Cost
Contract #3575
T. W. Thomas

Labor:		
Labor and Supervision	$2,035.10	
Labor Insurance	142.46	
		$2,177.56
Materials:		
12" Corr. Metal Pipe	$ 67.92	
Metal Bands	2.38	
8" Sewer Pipe	13.60	
12" " "	265.68	
Redimix Concrete	59.40	
3/4"-0 Crushed Rock	355.50	
		764.48
Equipment Rental & Misc.:		
Equipment Rent	$1,266.00	
Gas, Oil and Grease	408.30	
Bond	73.76	
Small Tools	78.24	
Home Office & Misc.	339.17	
		2,165.47
Total Cost		$5,107.51

Detail of Cost
Contract #3575
J. C. Compton

Labor:		
Labor	$1,567.87	
Labor Insurance	120.73	
		$1,688.60
Materials:		
Crushed Rock Produced at Grants Pass	$1,210.44	
Crushed Rock Purchased	40.25	
85/100 Asphalt	484.88	
RC-3	72.40	
Freight on Asphalt	210.66	
		2,018.63
Equipment Rental & Misc.:		
Equipment Rent	$ 280.60	
Rented Equipment	101.05	
Gas, Oil and Grease	189.90	
Fuel Oil	134.81	
Small Tools & Misc.	54.00	
Home Office and General Overhead	126.60	
		886.96
Total Cost		$4,594.19

Remarks:

This was a "City Project" calling for the grading, rocking and paving of 0.11 mile of city streets in the city of Rogue River. Work was started on the grading August 15th, 1951, and all work except the paving was completed October 6th, 1951. Paving operations were started July 23rd, 1952, and completed July 24th, 1952, by J. C. Compton, subcontractor.

This project was bid in conjunction with the Grants Pass project, and small amounts of equipment were moved by the contractor from the Grants Pass project as required for the work. Blacktop materials were produced and the asphaltic concrete was hauled from the Grants Pass setup.

Although the project was very small, the bid prices were high enough that a good profit was shown by both the contractor and subcontractor.

E. H. Clymer
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 12, 1953

(CONTRACT NO.) 215-1705	(EST. NO.)	(CONTRACTOR)	
3575	5-final	T. W. Thomas	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24967	R-57307	$ 500.00	Jan. 9 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: 7-31-52

Time Extensions: None

Completion Date: July 31, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

A. A. Wihlander

RECEIVED
DEC 31 1952
FOR FILING

December 31, 1952

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

State Highway contract No. 3575 for grading and paving Main Street in the City of Rogue River in Jackson County was completed by the contractor T. W. Thomas, on July 31, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,305.61, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary.

rn

cc - Maryland Casualty Company
Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
12-31-52

RECEIVED
FOR FILING

315-1705

[illegible]

December 12, 1952

Maryland Casualty Company
Baltimore 3,
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment T. W. Thomas on contract No. 3575 covering grading and paving in Rogue River (Main Street) City Street, in Jackson County. This payment, in the amount of $523.39, will be released to contractor on or after December 22, 1952. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Maryland Casualty Company
Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
12-12-52

RECEIVED
1952
FOR FILING

[illegible]

3575

August 28, 1952

Maryland Casualty Company
404 Equitable Building
Portland, Oregon

Gentlemen:

We have a letter from you dated August 26 in which you advise that Mr. T. W. Thomas claims there is due on contracts Nos. 3575 and 3576 unstated amounts of money.

Although we do not know the sums of money mentioned by Mr. Thomas, we felt that it would be helpful if we provided the amounts due him as of the estimate of August 10, 1952, which is the latest available data. On Contract No. 3575, the payment to Mr. Thomas was in the amount of $2,333.19 and the retained percentage amounted to $921.98. On Contract No. 3576, the payment to Mr. Thomas was in the sum of $24,887.61 and the retained percentage amounted to $9,874.73.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT

PORTLAND OFFICE
404 EQUITABLE BUILDING PORTLAND 4, OREGON
PHONE CAPITOL 3221

THOR A. BERGSTROM, RESIDENT MANAGER

August 26, 1952

H.B. Glaisyer,
Secretary
Oregon State Highway Department
Salem, Oregon

Re: T.W. Thomas, 10248 N.E. Holladay St., Portland, Oregon

Gentlemen:

For the purpose of establishing a general line of surety bond credit this applicant claims that there is due from you the sum of ____________ in connection with ________ Contract #3576 and #3575 ________________________.
To enable us to verify this will you please advise us the amount claimed due from you?

Your general advices regarding the reputation and ability of this applicant in his line will be helpful to us.

THIS LETTER IS FOR VERIFICATION PURPOSES ONLY. IT IS NOT A REQUEST FOR PAYMENT NOR TO BE CONSIDERED AS AN INDICATION THAT WE FEEL THE STATEMENT IS NOT A TRUE SHOWING.

Any information you give us will be treated as confidential. An envelope is enclosed for your reply.

Very truly yours,

P.E. Fowler

P.E. Fowler
Bond Department

PEF:jk

RECEIVED
AUG 28 1952
OREGON
STATE HIGHWAY COMMISSION

BY SECRETARY

[illegible]

on back

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26th., 1952, 19

Section Rogue River (Main Street)

Kind of work Grading and Paving

Highway City Street

Section prefix 315 - 1705

Contractor T. W. Thomas

Contract number 3575

Date of contract August 21st., 1951, 19

Date of completion July 31st., 1952, 19

Date work started September 12th., 1951, 19

Estimated date of completion July 31st., 1952, 19

Amount of contract . . . . $ 12,293.00

Per cent of time elapsed 98.55 %

Estimated cost of completed project, exclusive of engineering . . . . $ 12,846.19

Per cent of contract completed, based on total contract price . . . . 99 %

Engineering cost to date $ 516.00, 4.02% %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor laid base course of pavement Wednesday afternoon and placed to top course Thursday morning.

NOTED
H. G. SMITH

RECEIVED
JUL 28 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Glen E. Roberts.

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Estimated dates of completion	Sept. 18/52	Sept.29/52			July 26/52
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.11
Miles partially completed	None	None			0.11
Miles completed	0.11	0.11			----
Total estimated quantities	1,200	917			459 Tons
Estimated quantities moved or placed to date	1,200	917			459 Tons
Average daily quantities Past Week	None	None			77 Tons
Average daily quantities necessary to complete project on time	-----	------			None
Number shifts per day	------	------			1
Hours per shift	------	------			8
Average force on project for week	-------	------			40

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers Trucks 8, Paving Plant 1, Paver 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	Hot		
Tuesday	Hot	8	Burnt out generator on plant
Wednesday	Warm	4	" " "
Thursday	Hot		
Friday	Hot		
Saturday			

STATE PRINTING DEPT. 48418

ROGUE RIVER

PRELIMINARY ESTIMATE

12/6/51

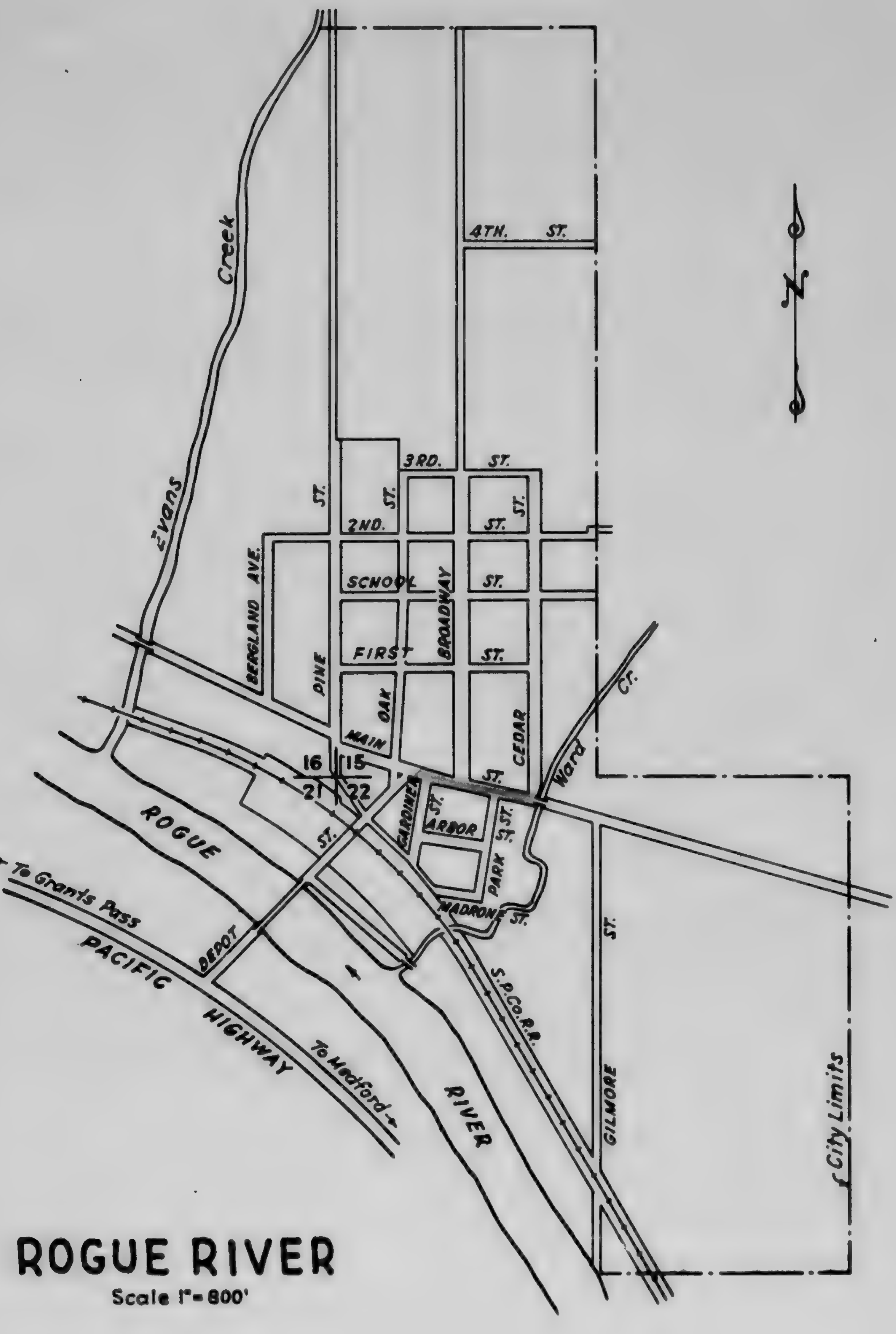
Main Street from Depot Street to bridge over Ward Creek, a distance of approximately 0.12 mile.

Excavate required quantity to allow a 6" exposure of existing curbs, place 8" of base rock, and 3" of asphaltic concrete 30' in width.

Item	Quantity		Unit Price	Total
Excavation Common	900	c.y.	$ 2.00	$ 1,800.00
Excavation, Trench	70	c.y.	5.00	350.00
12" Concrete pipe	370	l.f.	2.50	925.00
Concrete catch basins	2	each	70.00	140.00
3"-0 in base	870	c.y.	2.50	2,175.00
3/4"-0 in base	220	c.y.	4.00	880.00
Sprinkling	22M	gal.	4.00	88.00
Asphaltic concrete	520	tons	13.00	6,760.00
RS-1 in seal coat	3	tons	60.00	180.00
Aggregate in seal coat	15	c.y.	6.00	90.00

Preliminary Estimate of Construction	$13,388.00
12-1/2% Engineering & Contingencies	1,673.50
Preliminary Engineering	300.00
	$15,361.50

Total Estimate $15,300


Evans Creek
4TH. ST.
3RD. ST.
2ND. ST.
ST.
ST.
ST.
SCHOOL ST.
BERGLAND AVE.
PINE
FIRST ST.
BROADWAY
OAK
MAIN
CEDAR ST.
Ward Ct.
16
15
21
22
GARDINER ST.
ARBOR
PARK ST.
MADRONE ST.
ROGUE
RIVER
ST.
DEPOT
To Grants Pass
PACIFIC HIGHWAY
To Medford
S.P.Co.R.R.
GILMORE ST.
City Limits
N

ROGUE RIVER

Scale 1"=800'

NOTED
J. W. CATTRALL

October 8, 1951

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

Dear Madam:

This is to acknowledge receipt of your letter of October 4 re refund of the $300 advance deposit made by the City of Rogue River in connection with the special city allotment project on Main Street. A request for this refund has been forwarded to our Accounting Department and the City should receive a warrant in the amount of $300 sometime within the next two or three weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

CITY OF ROGUE RIVER
ROGUE RIVER, OREGON

October [illegible], 1951

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon
Atten: Mr. [illegible] Cottrell

Gentlemen:

The Council, at its last regular meeting, instructed me to [illegible] ($[illegible].00) [illegible] you by the City to complete the [illegible] set forth for the [illegible] project.

[illegible] considerably lower than the amount available, Mayor [illegible] has informed [illegible] returned. As yet, it has not been received, and the Council would like to hear from you on this matter.

Very truly yours,

Orva Jean Cruise

Mrs. Orva Jean Cruise
City Recorder

RECEIVED
OCT 5 1951
ENGINEERS
COUNTY [illegible]

NOTED
J W ATRALL

Augustine 9-24-51

Re Letter 9-19-51 from [illegible]
Re Letter 9-18-51 from City of Lytle.

Saw Mayor [illegible] Douglas and advised him the drainage petition was outside the approved construction project and could not be included in present job.

Also advised him contract was for $14,129.63 instead of 11,400 as mentioned in the city letter.

Mr Douglas said City would contact contractor and they and get the drainage constructed leaving the State out of matter entirely

Letter will not need to be answered

H C Ayce

NOTED
J. W. CATTRALL

Salem, Oregon
October 1, 1951

City of Rogue River
315-1705

Mr. H. G. Smith
Construction Engineer

I am returning your correspondence in connection with the City of Rogue River's request for additional storm sewer work on Main Street. The City has been contacted and informed that its request is outside of the limits of our contract and cannot be accomplished. The City is contemplating negotiating with our contractor to have this done at the City's expense.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

cc: Mr. K. D. Lytle, Division Engineer

NOTED
J. F. HAGEMANN

RECEIVED
FOR FILING

215-[illegible]

[illegible]75

September 17, 1951

Mr. T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3575, covering grading and paving on Rogue River (Main Street) City Street, in Jackson County, Oregon. Awarded August 21, 1951.

Contract No. 3576, covering grading and paving on the North Grants Pass Section of the Pacific Highway in Josephine County, Oregon. Awarded August 21, 1951

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

Sept. 4, 1951

315-1705

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

COPY

Dear Mrs. Cruise:

I have your letter of September 1st relative to the additional expenditure for a sewer in your city. I have forwarded your letter to our Salem Office for answer as I am not familiar with the set-up on such city projects.

You will, no doubt, hear from Mr. Cantrall regarding this matter within a few days.

Very truly yours,,

K. D. LYTLE
Division Engineer

kdl;g

cc: Smith
Cantrall

CITY OF ROGUE RIVER
Rogue River, Oregon

September 1, 1951

Mr. K. D. Lytle
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

COPY

Dear Sir:

Mr. Fred J. Dengler, Mayor, instructed me to write you in regard to the paving of Main Street in Rogue River. This project was allotted $15,300. As the bid was for $11,400, there will be several thousand over. Would it be possible to include completion of the storm sewer on the East end of Main Street, a distance of about four hundred feet?

The other paving project put in new storm pipe of 12" diameter placed 4' deep. The old drain was 8" tile placed 16" deep, and when a hard rain comes, the water will not drain off properly. If this can be completed, it will correct a bad condition and will be much appreciated.

Sincerely yours,

Orva Jean Cruise (sgd)

Mrs. Orva Jean Cruise
City Recorder

RECEIVED

FOR FILING

315-1705

3575

August 23, 1951

T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

The State Highway Commission on August 21, 1951 awarded you Contracts Nos. 3575 and 3576 for the Rogue River (Main Street) Grading and Paving Project in the City of Rogue River in Jackson County, and the North Grants Pass Section of the Pacific Highway in Josephine County. This award was based on your low combination bid of $143,956.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

[illegible]IVED
FOR FILING
FORM E-30 25M 8-50 42288

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a letter from Mr. Paul Rynning, Jackson County Engineer, requesting that the county work in connection with the Rogue River city project not be re-advertised and that the county's advance deposit of $6,580 be returned.

Mr. O'Neil has been advised of the contents of this letter verbally, and this office has initiated action to accomplish the refund.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann

John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. Virgil O'Neil

NNING
AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
J. W. CATTRALL

July 30, 1951

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer
County and City Relations

Dear Sir:

I have been informed that only one bid was received on the paving project in the Town of Rogue River and the said bid was rejected.

Rather than re-advertise our part of the job, we have oiled our section which will serve for some time. You may, therefore, arrange to have our advance deposit of $6,580 returned.

Very truly yours,

Paul B Rynning
Paul B. Rynning
County Engineer

PBR:op

RECEIVED
JUL 31 1951
ENG
COUNTY

RECEIVED
JUL 31 1951
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

July 30, 1951

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

NOTED
J. F. HAGEMANN

Dear Madam:

All bids received on July 16 on the Rogue River Special City Allotment project were rejected as being too high. It is planned to readvertise this project at the August Commission meeting in connection with a State Highway project at the north entrance to Grants Pass. It is hoped that this will result in a favorable bid.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

June 5, 1951

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

Dear Madam:

The State Highway Commission advertised for bids for the Rogue River special city allotment project on May 25. I regret to inform you that no bids were received. This project will be re-advertised for bids at the July 16-17 Commission meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFE:MM

cc: Mr. Fred J. Dengler,
Mayor, City of Rogue River

NOTED
Harold E. [illegible]

Salem, Oregon
May 18, 1951

Mr. M. H. Hawke
Chief Accountant

Attention: Mr. Don Taylor

I am confirming our telephone conversation of May 18 regarding receipt of the City of Rogue River's Check No. 42 dated May 16 and drawn on the Grants Pass Branch of the First National Bank of Portland. This is the City of Rogue River's advance deposit in connection with a cooperative city allotment project in Rogue River.

John W. Cattrall
Engineer, County and City Relations

JWC:MM

NOTED
J. W. CATTRALL

May 4, 1951

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

#5 42
May 16th
Grants Pass
1st National.

Dear Madam:

The State Highway Commission at its May 24-25 meeting plans to call for bids on the construction project on Main Street in Rogue River.

Your attention is called to paragraph (h), page 3, in the agreement recently signed by the City, which provides that the City shall pay the sum of $300 on demand by the State. It would be appreciated if you would mail a certified check payable to the State Highway Commission for this amount to this office prior to May 18, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:MM

check Recd May 18th
direct to accounting

PAUL B. RYNNING
[illegible]
[illegible]
MEMBER A. A. E.

RECEIVED
MAY 15 1951
FOR FILING

310-11
[illegible]

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

May 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Pursuant to your request in your letter of May 3, I am herewith enclosing Jackson County Warrant No. 84801 in the amount of $6,580.00 covering deposit for the paving project between Highway 99 and the Town of Rogue River.

Warrant 84801
for 6580.00 received
5/14/51 & to Acc Div.
F Query

Very truly yours,

Paul B. Rynning (O.B.)

Paul B. Rynning
County Engineer

PBR:op

Enclosure 1

RECEIVED
MAY 8 1951
FOR FILING
FORM E 30X 2EM 8-50 42299

315- [illegible]

#357

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1951

SUBJECT:

To: Mr. S. H. Probert
Office Engineer

Mr. K. D. Lytle
Division Engineer

Attached is an unexecuted copy of an agreement covering the proposed $250,000 city allotment project in the City of Rogue River.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Rogue River	1
County & City Relations	1
Division No. 3	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange

Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

FOR FILING

May 2, 1951

Orva Jean Cruise, City Recorder
City Hall
Rogue River, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Rogue River covering the improvement of Main Street from Depot Street to the Ward Creek bridge, a distance of approximately 0.17 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
APR 3 - 1951
FOR FILING

March 30, 1951

County Court of Jackson County
Medford, Oregon

Gentlemen:

Receipt is acknowledged of your letter of March 28, requesting the State Highway Commission to construct approximately 2,000 square yards of pavement for Jackson County near the town of Rogue River.

We will be pleased to include this work in the contract we propose to let for asphaltic concrete in the town of Rogue River, and as soon as the necessary information is at hand as to cost, etc., we will advise you.

We believe we will open bids for the Rogue River project in May, and we will, therefore, appreciate a deposit covering the cost of the proposed work for Jackson County prior to the bid opening.

Mr. John W. Cattrall, County and City Relations Engineer, will arrange to complete details in regard to this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. John W. Cattrall

Copy of attached ltr.
Sent mem. to Cattrall

RECEIVED FOR FILING

March 30, 1951

County Court of Jackson County
Medford, Oregon

Gentlemen:

Receipt is acknowledged of your letter of March 28, requesting the State Highway Commission to construct approximately 2,000 square yards of pavement for Jackson County near the town of Rogue River.

We will be pleased to include this work in the contract we propose to let for asphaltic concrete in the town of Rogue River, and as soon as the necessary information is at hand as to cost, etc., we will advise you.

believe we will open bids for the Rogue River project in May, and we will, therefore, appreciate a deposit covering the cost of the proposed work for Jackson County prior to the bid opening.

Mr. John W. Cattrall, County and City Relations Engineer, will arrange to complete details in regard to this work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. John W. Cattrall

Copy of attached letter
handed Mr. [illegible] Cattrall

COMMISSIONER J. B. COLEMAN, JUDGE R. R. LYTLE, COMMISSIONER

JACKSON COUNTY COURT
MEDFORD, OREGON

March 28, 1951

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

We have been informed that your Commission is contemplating the construction of some asphaltic concrete pavement in the Town of Rogue River in Jackson County.

Jackson County has a small project between Highway 99 and the Town of Rogue River which we would like to have you include in the same contract. By combining the two jobs it is our opinion a better price can be had both for your project and the county project.

Enclosed is a map showing the sections which Jackson County would like to have paved. The amount of pavement required is approximately 2,000 square yards. The county will prepare the base without cost to the contractor, and we hereby request that you include in your proposals the Jackson County project to consist of pavement three (3) inches thick and to include fine grading only. The county would also like to have your Engineers and Inspectors supervise the job for the county. A deposit covering the cost will be forwarded to you on receipt of notice.

Yours very truly,

JACKSON COUNTY COURT

By: J B Coleman
County Judge

R R Lytle
Commissioner

Commissioner

JCC/d
Encl.

NOTED
J. W. CATTRALL

March 8th, 1951

Mrs. Orva Jean Cruise
City Recorder
Rogue River, Oregon

Dear Madam:

The State Highway Commission at its February 26 - 27 meeting approved a project in Roque River to be constructed from the 1951 $250,000 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. This project consists of grading, placing of base rock and asphaltic concrete pavement on Main Street from Depot Street to the Ward Creek Bridge and is presently estimated to cost $15,300.

You will be contacted at a later date to work out details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County Relations

HCA:blt

CITY OF ROGUE RIVER
ROGUE RIVER, OREGON

December 6, 1950

Mr. Harold C. Ayers
Field Engineer
County and City Relations
State Highway Commission
Salem, Oregon

Dear Mr. Ayers:

At its regular meeting last night, December 5, the City Council instructed me to write you that the City does not have sufficient funds to help finish the paving of Main Street here.

The recent storms have called for extra work and expenditure on streets and the present budget was cut as low as possible this fiscal year in order to help ease the high tax burden. There are also several bonds to be retired, and with prices constantly rising on materials, the Council does not feel that the City is financially able to help.

However, the City has put in the curbs which you people designated and is anxious to see this good job completed. It was a disappointment when we learned that it could not be finished this year, but Rogue River's application was promised priority in the 1951 considerations. The Council sincerely appreciates your efforts in behalf of securing this benefit to our City.

Very truly yours,

Orva Jean Cruise

Mrs. Orva Jean Cruise
City Recorder

NOTED
Harold C. Ayers

RECEIVED
DEC 7 1950
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1950
ENGINEER
COUNTY & CITY RELATIONS

Rogue River 12-6-50

[illegible] Preliminary Estimate.

[illegible] from Depot St [illegible] to bridge over [illegible] Creek [illegible] distance of approximately 0.12 mile.

Excavate required amount to allow a 6" [illegible] from top of finished grade. Place 8" of base rock and 3" of asphaltic [illegible] and required drainage. [illegible]

A C

Excavation [illegible]	900 Cyds	$2.00	$1800.00
Trench excavation	70 Cyds	5.00	350.00
12" [illegible] pipe	370 [illegible]	2.50	925.00
Concrete [illegible]	2 ea	70.00	140.00
3" [illegible] base	870 Cyds	2.50	2175.00
3/4-0 in base	220 Cyds	4.00	880.00
Sprinkle	22 Mgal	4.00	88.00
Asphaltic Concrete	510 tons	13.00	6630.00
[illegible]	3 tons	60.00	180.00
Aggregate [illegible]	15 Cyds	[illegible]	10.00
			$13258.00
			1657.25
			300.00
			$15,215.25

2 38 3[illegible]

Mayor says go ahead
City [illegible] fund

[illegible] 12-7-50

[illegible] Preliminary Estimate

[illegible] bridge over [illegible] Creek [illegible]

[illegible] 0.17 mile.

[illegible]

Q.l

[illegible]	100 Cu yds	5.00	500.00
[illegible]	1450 [illegible]	2.00	2900.00
[illegible]	600 lin ft	2.50	1500.00
Concrete Catch basin	3 each	70.00	210.00
3" [illegible]	1250 Cu yds	2.50	312500
3/4 [illegible]	300 Cu yds	4.00	1200.00
[illegible]	30 gal	4.00	120.00
[illegible]			
[illegible]	[illegible]	[illegible]	360.00
[illegible]	220 Cu yds	6.00	1320.00
[illegible]	22 ton	[illegible]	1320.00
[illegible]	3 ton	50.00	150.00
			12,705.00

15 [illegible]

14,943.13

1588.13

650.00

Rogue River 12-5-50
✓
Preliminary Estimate

Main Street - from Pine to alley (0.05 mile)
and from Depot St. to bridge at Ward Creek (0.12) mile:
Combined distance of [illegible] 0.17 mile
Excavate required amount to allow 6" exposure of
curbs from finished pavement.
Place 8" base rock and 3" of asphaltic concrete 39' width
and required drainage

Excavation com.	1000 Cu yds	$2.00	2000.00
Excavation rock	100 Cu yds	5.00	500.00
12" Sewer pipe	580 lin ft	2.50	1450.00
Concrete Catch basins	3 ea	70.00	210.00
3"-0 crushed base	1200 Cu yds	2.50	3000.00
3/4-0 crushed base	300 Cu yds	4.00	1200.00
Liquid asphalt	32 M gal	4.00	128.00
Asphaltic Concrete	660 tons	13.00	8580.00
Emulsified asphalt in seal	4 ton	60.00	240.00
Aggregate for seal	[illegible] Cu yds	5.00	100.00
			$17408.00
			2176.00
			360.00
			19,944.00

Out City says they do not have funds Letter of 12-6-50.

Mayor [illegible]
overall cost over $15,000

Rogue River 11-28-50

With G.E. Roberts Resident Engineer, made investigation of East and West Main Street project in Rogue River.

We decided the best method of repair was to utilize present curbs and excavate all required material, to place 8" of base and 3" of A.C.

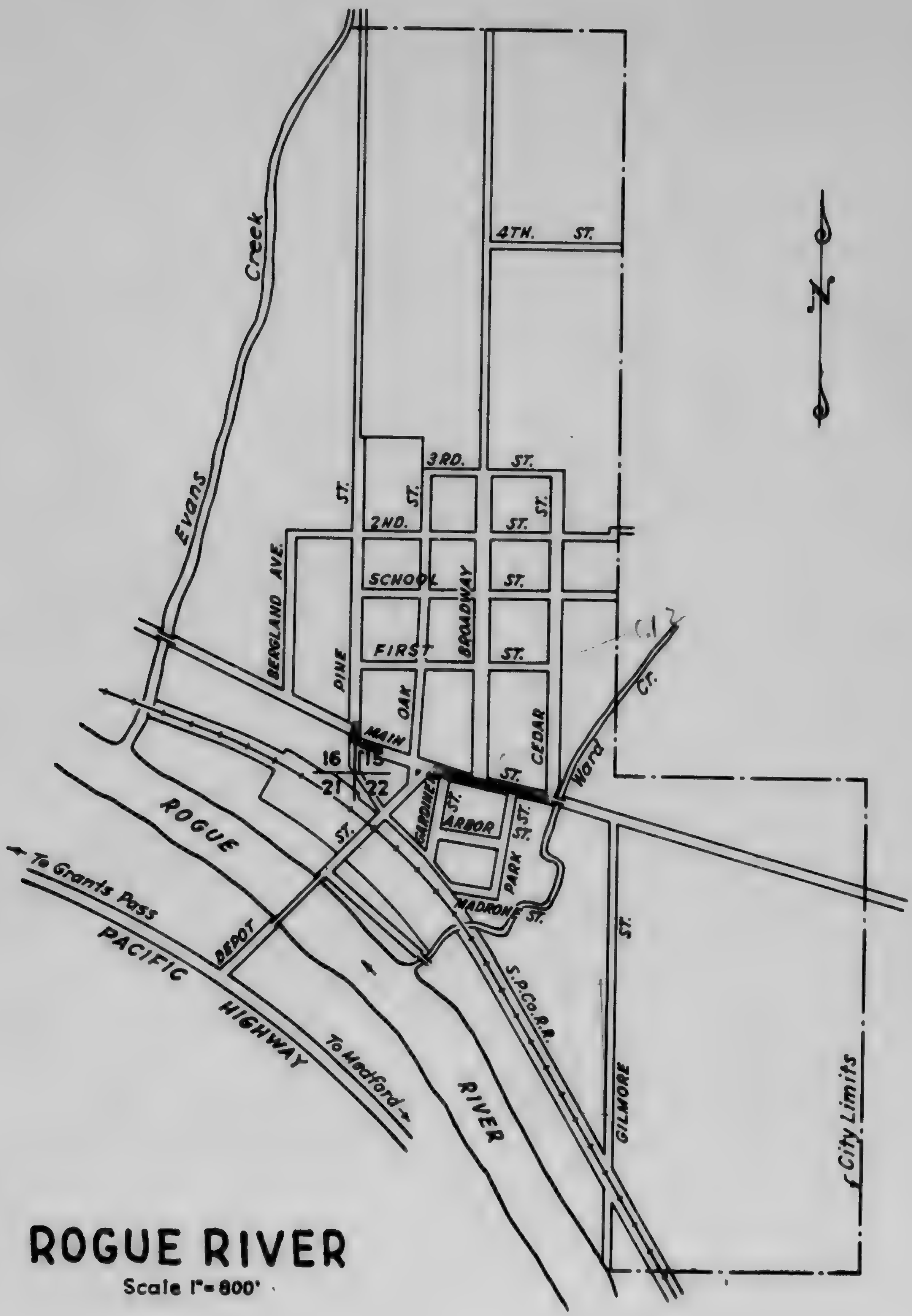
The street carries heavy log and lumber traffic and qualifies for aid in rebuilding.

Mayor Douglas said he was sure city could raise $4000.00 to aid in repair, but would have to take the matter up at joint meeting of incoming and outgoing Councils, but would write a letter as soon as possible.

HCG

As this project will evidently cost more than the city can pay, it may be necessary to cut the length of project

This project pending

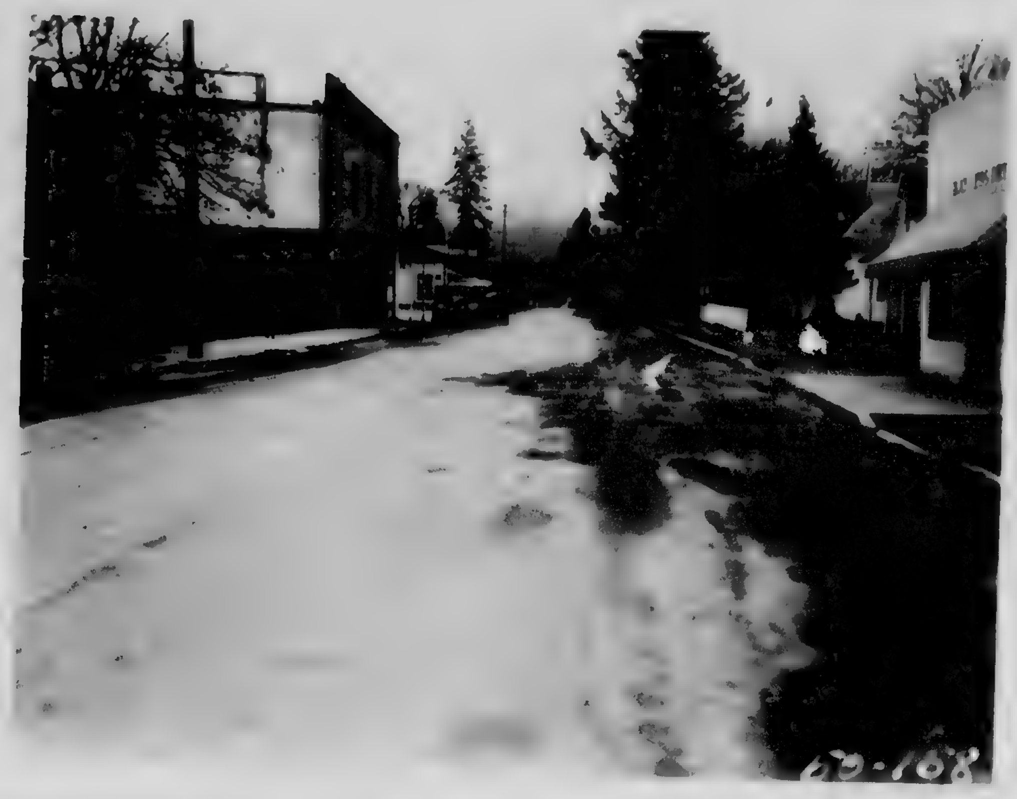

Evans Creek
4TH. ST.
3RD. ST.
2ND. ST.
SCHOOL ST.
FIRST ST.
BERGLAND AVE.
PINE ST.
BROADWAY
OAK
MAIN
CEDAR ST.
Ward Cr.
(1)
16
15
21
22
GARDNER ST.
ARBOR
PARK ST.
MADRONE ST.
ROGUE
RIVER
To Grants Pass
PACIFIC HIGHWAY
To Medford
DEPOT ST.
S.P.Co.R.R.
GILMORE ST.
City Limits
N

ROGUE RIVER

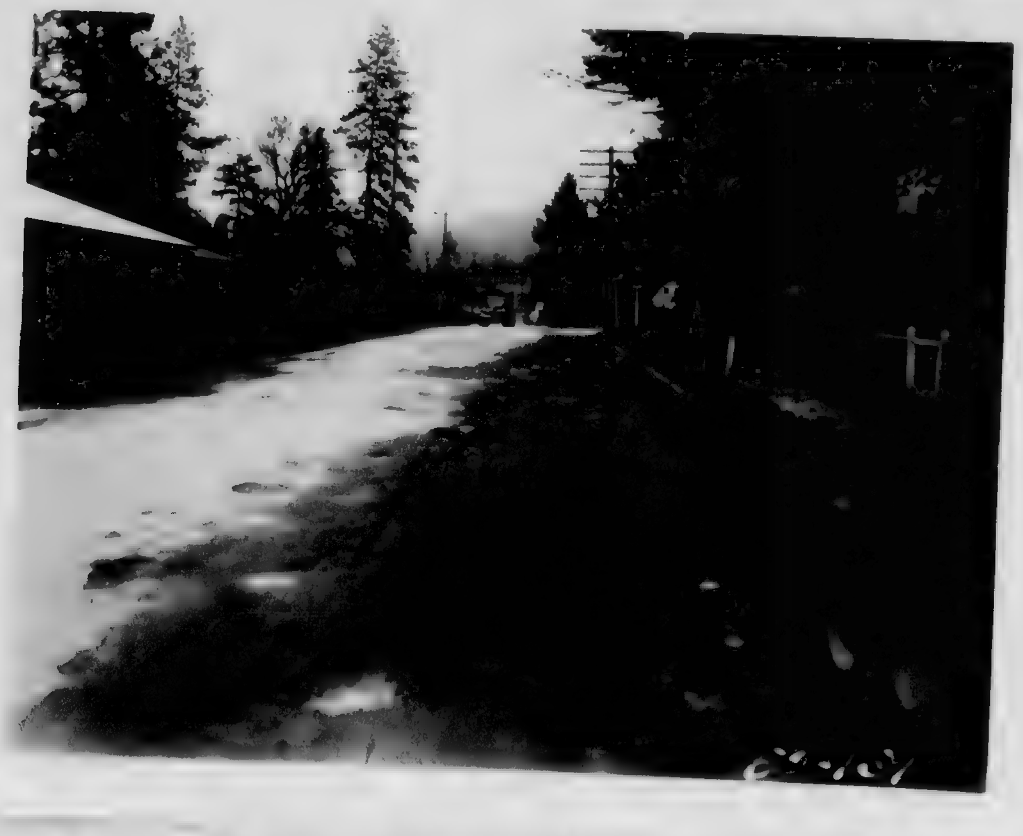
Scale 1"=800'

Rogue River

11-28-50



Main Street from Gardiner St looking E.
11-28-50



Main Street from Broadway looking E.

11-28-50

Form cc-50
Special City Allotment

RECEIVED
MAY 11 1950
ENGINEER
COUNTY [illegible] RELATIONS

5-9-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Rogue River is an incorporated city of the State of Oregon, and has a population of 474, as given by the latest official census, and

NOTED
J. F. HAGEMANN

Form cc-50

WHEREAS, the following streets of said city, East & West ends of Main Street

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

East & West ends of Main Stdeet

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

Note Below – 4. That the City of Rogue River does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor Fred J. Dengler as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9 day of May, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

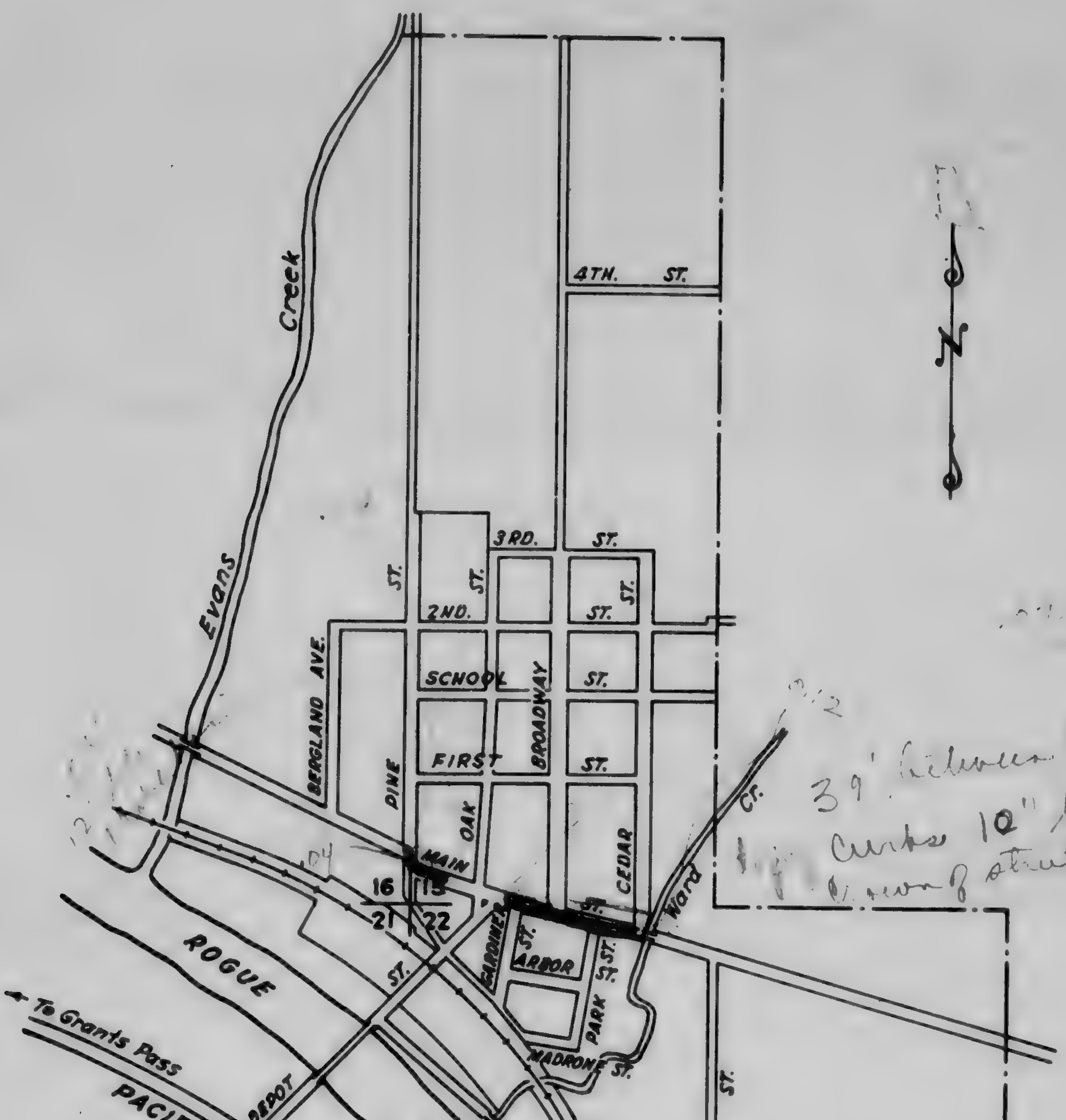
- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Rogue River at a regular or special meeting of said council, held on the 9 day of May, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 10 day of May, 1950.

Cora Jean Cruise
City Recorder

The City of Rogue River has already had curbs built on the stated portions of Main St. as was suggested last year by Mr. Cooper & Mr. Ayers.


4TH. ST.
3RD. ST.
2ND. ST.
SCHOOL ST.
FIRST ST.
MAIN ST.
ST.
ST.
ST.
BERGLAND AVE.
PINE
OAK
BROADWAY
CEDAR
GARDNER ST.
ARBOR
PARK ST.
MADRONE ST.
DEPOT ST.
GILMORE ST.
Ward Cr.
Evans Creek
ROGUE RIVER
PACIFIC HIGHWAY
← To Grants Pass
To Medford →
S.P.CO.R.R.
City Limits
16
15
21
22
N
.04
0.12

ROGUE RIVER

Scale 1"=800'

39' between curbs.
Curbs 10" lower than crown of street.

RF-131(13) North Grants Pass Section 1951
of the Pacific Highway in
Grants Pass.

#3576

July 8th, 1953

North Grants Pass Section
Contract #3576
FE-131(13)

FINAL COST ANALYSIS
Grade and Pave
T. W. Thomas, Contractor
G. E. Roberts, Resident Engineer

NOTED

Pacific Highway
Prefix 17-1012-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing and Grubbing	All	All	$	$	$ 2,482.33	$ 3,000.00
Removal of Pavement and Sidewalks	2,065.81	Sq. Yd.	0.64	1.00	1,328.35	2,065.81
Removal of Curbs and Gutters	4,491.66	Lin. Ft.	0.25	0.30	1,132.40	1,347.50
Removal of Catch Basins	11	Each	41.57	40.00	457.33	440.00
Struct. Excav., Unclass.	744.69	Cu. Yd.	1.36	2.00	1,012.58	1,489.38
Trench " "	43.15	" "	1.71	3.00	73.66	129.45
General " "	7,550.1	" "	1.03	1.25	7,755.58	9,437.63
Finish R/B & Slopes	0.92	Mile	1,448.62	800.00	1,332.73	736.00
6" Perf. Metal Drain Pipe, Coated	240	Lin. Ft.	1.52	2.50	365.45	600.00
36" Concrete Pipe	162	" "	8.13	12.00	1,376.56	1,944.00
8" Sewer Pipe	756	" "	0.64	1.50	486.96	1,134.00
12" " "	860	" "	0.98	2.00	846.94	1,720.00
18" " "	634	" "	2.20	3.00	1,393.30	1,902.00
Extra for Installing Under Pavement	189.7	" "	3.02	5.00	572.70	948.50
3/8"-0 Backfill in Drains	64	Cu. Yd.	2.72	5.00	174.19	320.00
Salvaging Culvert Pipe	957	Lin. Ft.	1.00	1.25	958.55	1,196.25
Concrete Manholes	7	Each	132.26	180.00	925.79	1,260.00
" Catch Basins	19	"	68.80	90.00	1,307.34	1,710.00
Adjustment of Manholes	10	"	8.45	40.00	84.52	400.00
Concrete Curbs & Gutters	458.25	Cu. Yd.	29.29	45.50	13,422.65	20,393.46
3/4" x 18" Dowel Bars in Gutters	380	Each	0.16	0.20	59.90	76.00
Concrete Driveways	1,597.18	Sq. Yd.	3.55	4.50	5,663.93	7,187.31

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Concrete Walks	442.25	Sq. Yd.	$2.53	$3.50	$ 1,120.54	$ 1,547.88
Selected R/B Topping	7,570.83	Cu. Yd.	2.22	1.30	16,770.13	9,842.08
3/4"-0 Material in Leveling Course	1,310	" "	4.02	1.75	5,266.10	2,292.50
*Sprinkling	263.1	M/Gal.	1.98	3.00	517.72	789.30
*Preparation of Base	0.92	Mile	1,300.46	500.00	1,196.42	460.00
*3/4"-0 Material in Binder Course	122	Cu. Yd.	6.70	4.75	817.94	579.50
*Furnishing & Placing RC-3 in Binder Course	25.43	Ton	57.57	50.00	1,464.03	1,271.50
*Class "B" Asphaltic Concrete	5,980.22	"	8.73	7.45	52,189.57	44,552.64
PA #1, Removal of Tree	1	Each	25.54	60.00	25.54	60.00
PA #2, Gunite Lining in Skunk Creek Sewer	109	Lin. Ft.	11.13	11.50	1,212.83	1,253.50
PA #2, Reinf. Concrete Slab Skunk Creek Sewer	5.98	Cu. Yd.	33.29	69.00	199.11	412.62
PA #3, Metal Reinforcement	1,218.55	Lb.	0.16	0.20	200.40	243.71
PA #4, Topsoil in Place	50	Cu. Yd.	2.82	4.50	140.80	225.00
PA #5, Cement Adj. in Favor of State	181.55	Bbl.		3.61		- 655.40
Lump Sum Deduction for Uncompleted Work as per Agreement Dated 12/4/52						- 150.00
*Paving for Secretary of State	65.365	Ton	8.89	8.00	581.10	522.92
*Paving for City of Grants Pass	233.09	"	8.93	8.00	2,080.64	1,398.54
Total					$126,996.63	$124,083.58

* Work done by J. C. Compton

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
T. W. Thomas	$74,509.18	$68,149.21	$6,359.97		8.53	
J. C. Compton	49,574.40	58,847.42		$9,273.02		18.65
Total	$124,083.58	$126,996.63		$2,913.05		2.35

Detail of Cost
Contract #3576
T. W. Thomas, Contractor

Labor:				
Supervision			$ 3,335.00	
Labor			19,717.46	
Labor Insurance			1,775.04	
				$24,827.50
Materials:				
6" Perforated Pipe	240 lin. ft.	at $1.09	$ 263.78	
Bands	11	" 1.09	11.99	
36" Concrete Pipe	162 lin. ft.	" 5.05	818.10	
8" Sewer Pipe	756 " "	" 0.40	282.40	
12" " "	860 " "	" 0.72	600.48	
18" " "	634 " "	" 1.66	1,081.80	
Concrete Manholes	7 each	" 30.00	210.00	
3/4" x 18" Dowel Bars	380 "	" 0.16	603.95	
3/4"-0 Material	1,374 cu. yd.	" 2.18	2,993.00	
Redimix Concrete	813.5 " "	" 12.00	9,760.00	
Catch Basin Gratings	19 each	" 18.50	351.50	
Hunt Process			64.30	
Oakum			79.20	
Guniting			1,177.50	
Steel Expansion Joints and Miscellaneous			1,182.73	
				19,480.73
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental			$ 8,616.00	
Rented Equipment			9,568.60	
Gas, Oil and Grease			2,271.74	
Form Lumber			582.23	
Small Tools			622.40	
Bond			772.20	
Home Office & General Overhead			1,407.81	
				23,840.98
Total Cost				$68,149.21

Detail of Cost
Contract #3576
J. C. Compton, Subcontractor

Labor:

Labor and Supervision		$22,620.15	
Labor Insurance		1,165.02	
			$23,785.17

Materials:

RC-3 Asphalt	27.15 Ton at $20.00	$ 543.00	
85/100 Asphalt	305.67 " " 22.00	6,676.66	
Freight on Asphalt	" 7.01	2,339.28	
½" - ¼" Material	122 Cu. Yd. at 1.75	213.50	
3/4" - 0 Material	60 " " " 1.75	105.00	
Road Mix	4 " " " 7.50	30.00	
			9,907.44

Equipment Rental and Miscellaneous Supplies:

Equipment Rental	$13,175.75	
Rented Equipment	2,223.74	
Gas, Oil and Grease	4,339.34	
Freight	894.63	
Water Purchased from City	99.00	
Fuel Oil	1,630.64	
Small Tools	268.50	
P.U.C. Fees	300.10	
P.L. & P.D. Insurance	282.75	
Home Office & General Overhead	3,150.80	
		26,365.25

Total Cost	*$60,057.86
*Less Crushed Rock for Rogue River	- 1,210.44
	$58,847.42

Crushing Cost Detail
Contract #3576
J. C. Compton, Subcontractor

	Total Cost	Quantity	Unit	Unit Cost
Move In and Set Up	$ 2,829.98	5,515	Cu. Yd.	$0.514
Load and Haul to Crusher	3,122.04	"	" "	0.566
Crushing	6,382.03	"	" "	1.157
Stockpiling	1,262.73	"	" "	0.228
Total Crushing Cost	*13,596.78	5,515	Cu. Yd.	$2.465

* Includes aggregate crushed for asphaltic concrete as follows:

City of Rogue River	491 Cu. Yd. at $2.46	$1,210.44
City Work in Grants Pass	187 " " " 2.46	461.00
Work for Secretary of State	53 " " " 2.46	130.67
North Grants Pass	4,784 " " " 2.46	11,794.67

Detail of Cost Paving Operation

Contract #3576

J. C. Compton

	Total Cost	Quantity	Unit	Unit Cost
Move In and Set Up	$ 4,189.34	6,278.68	Tons	$0.67
Feed Plant	1,657.62	"	"	0.26
Heat and Mix	14,800.83	"	"	2.36
Asphalt and Freight	8,825.62	"	"	1.40
Aggregate in Mix	12,386.34	"	"	1.97
Street Operation	12,508.00	"	"	1.99
Stand By Time	423.64	"	"	0.07
Total Paving Cost	$54,791.39	6,278.68	Tons	$8.73

Remarks:

This was a "Regular Federal Aid Project" calling for the grading, topping and surfacing of 0.92 mile of roadbed in the City of Grants Pass. Work was started September 17th, 1951, and was completed on July 26th, 1952. The contractor constructed all items except Preparation of Base, 3/4"-0 Material in Binder Course, Furnishing and Placing RC-3 in Binder Course, Class "B" Asphaltic Concrete. These items were constructed by the J. C. Compton Co., who also crushed the material for the binder course and the asphaltic concrete.

Equipment used by the contractor included a 3/4 cu. yd. shovel, front end loader, flatbed truck, grader, roller, pickup and miscellaneous small equipment. Hired trucks were used as required.

Equipment used by the subcontractor included a three-crusher crushing plant, 3/4 cu. yd. shovel, D-7 tractor and dozer, two graders, two rollers, water truck, retort, distributor, 125-ton per hour, continuous mix, asphaltic concrete batching plant, seven 5 cu. yd. trucks, power broom, three transports, three pickups and miscellaneous small equipment.

The bulk of the grading and concrete work and most of the hauling and placing of the topping were handled by the contractor during the winter months, and the placing of the leveling course during the spring. Adverse weather and mediocre supervision slowed progress materially, but high bid prices allowed a fair profit.

The subcontractor moved in his crushing plant and started crushing the middle of November. Adverse weather and high water slowed production to 50% of normal. Also, the plant was entirely too large for the small amount of materials required, and move in and set up costs were entirely out of line. The asphaltic concrete plant was moved in the last of June, and production started July 7th. Material in the pile was very wet and required more drying than usual. As in the case of the crushing, the plant was entirely too large for the amount of material required, and move in and set up costs were very high. While the bid prices were in line, the high move in and set up costs, low production, adverse weather and high street costs due to slow production resulted in very high costs and a large loss to the subcontractor.

E. H. Clymer
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
JUN 26 1953
FOR FILING

PF-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 19, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3576	11-final	T. W. THOMAS	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11001	R-68912	$ 3,021.58	6/18/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: July 31, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks: * Form PR-47-A has not been furnished by contractor to date. Final payment should not be released until the form has been received and clearance has been approved by Mr. Probert's Office.

Date:

To the Accounting Division:

Release of the above warrant is hereby authorized * when above mentioned form PR-47-A has been satisfied.

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

* Mr. Parkes gave us verbal and official release of this warrant over telephone as given him by S H Probert -
aaw

NOTED ON CARD
[illegible]

RECEIVED
JUN 3 - 1953
FOR FILING

FP-[illegible]

3576

June 1, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3576 for work performed on the North Grants Pass Section of the Pacific Highway in Josephine County was completed by the contractor, T. W. Thomas, on July 31, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $3,021.58 will be released to the contractor on or after June 11, 1953. The total contract amount is $122,162.12 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 25 1953
FOR FILING

February 24, 1953

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from the Central Paving Company dated February 20, 1953, in which they write as follows:

"Since the date of our February 5th letter we wish to inform your office that payment in full has been received from G. D. Dennis & Sons. . . . "

The claim to which they refer is, apparently, the one concerning which we notified you on February 13th, being in the amount of $967.69 in connection with State Highway Contract No. 3576, awarded to G. D. Dennis and Sons for work on the Polk County Line-Fir Grove Section of the Independence-Albany Benton County Road.

This information is passed on inasmuch as your Company appears as surety on the performance bond furnished with the contract mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

G. D. Dennis & Sons
7355 S. E. Johnson Creek Blvd.
Portland 6, Oregon

NOTED ON CARD

RECEIVED
JAN 13 1953
FOR FILING

BF-1-1(12)

3576

January 13, 1953

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to T. W. Thomas in connection with contract No. 3576, for grading and paving on the North Grants Pass Section of the Pacific Highway in Josephine County.

This payment, in the amount of $9,820.89, will be released to the contractor on or after January 23, 1953. The retained percentage is $3,684.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

[illegible]

357

Form PR 2 (Revised 1946)

14

State Oregon

Federal Aid Bond Issue Project No. BF-131(13)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953,

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of July, 1951, a program, which was approved on the 30th day of July, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of August, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of eighty-five thousand and 00/100 dollars ($85,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-8

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by ~~[illegible]~~ ~~[illegible]~~ Chapter 491, Oregon Laws 1951, viz.:
(Include date and citation of act of legislature by which authorized)

~~(b) From other sources:~~

Issue	Amount	Date of Issue	Beginning Date of maturities
First	$15,000,000.	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 11+19.32 at the north city limits on Orchard Avenue and survey station 53+70 on North Sixth Street at the northerly line of "A" Street, all in Grants Pass, without exception.

, length 0.805 miles, in Josephine County, being Oregon Federal Aid Bond Issue Project No. F-131(13), consisting of 0.805 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of eighty-five thousand and 00/100 dollars ($85,000.00), which does not exceed the authorized Federal pro rata share of one hundred thirty-eight thousand fifty-three and 85/100 dollars ($138,053.85), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED OCT 23 1952

RECEIVED

RECEIVED JAN 7

Oregon State Highway Department

Federal Aid Project
No. BF-131 (13)

NORTH GRANTS PASS SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 17, 1952

Type Code 6201
Roadway (Sta. 11+19.32 to 53+70)

All Required		Clearing and Grubbing (85%)		$ 2,550.00
2,200	sq. yds.	Removal of Pavement and Walks	$ 1.00	2,200.00
5,200	lin. ft.	Removal of Curbs and Gutters	0.30	1,560.00
10	only	Removal of Catch Basins	40.00	400.00
720	cu. yds.	Structural Excavation, Unclassified	2.00	1,440.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
8,690	cu. yds.	General Excavation, Unclassified	1.25	10,862.50
0.80	mile	Finishing Roadbed and Slopes	800.00	640.00
270	lin. ft.	6-inch Perforated Metal Drain Pipe, Coated	2.50	675.00
170	lin. ft.	36-inch Concrete Pipe	12.00	2,040.00
800	lin. ft.	8-inch Sewer Pipe	1.50	1,200.00
650	lin. ft.	12-inch Sewer Pipe	2.00	1,300.00
690	lin. ft.	18-inch Sewer Pipe	3.00	2,070.00
80	lin. ft.	Extra for Installing Pipe under Pavement	5.00	400.00
50	cu. yds.	3/8" - 0 Backfill in Drains	5.00	250.00
940	lin. ft.	Salvaging Culvert Pipe	1.25	1,175.00
8	only	Concrete Manholes	180.00	1,440.00
18	only	Concrete Catch Basins	90.00	1,620.00
10	only	Adjustment of Manholes	40.00	400.00
500	cu. yds.	Concrete Curbs and Gutters	44.50	22,250.00
410	only	3/4" x 18" Dowel Bars in Gutters	0.20	82.00
1,700	sq. yds.	Concrete Driveways	4.50	7,650.00
500	sq. yds.	Concrete Walks	3.50	1,750.00
6,450	cu. yds.	Selected Roadbed Topping	1.30	8,385.00
1,250	cu. yds.	3/4" - 0 Material in Leveling Course	1.75	2,187.50
150	M-gals.	Sprinkling	3.00	450.00
0.80	mile	Preparation of Base	500.00	400.00
130	cu. yds.	3/4" - 0 Material in Binder Course	4.75	617.50
26	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,300.00
6,220	tons	Class "B" Asphaltic Concrete	7.45	46,339.00
22	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,100.00
130	cu. yds.	Aggregate in Seal Coat	5.00	650.00
			Subtotal	$125,503.50
			10% Engr. & Cont.	12,550.35
			Total	$138,053.85

Length	0.805 mile
Cost per Mile	$171,495.46

Federal Funds- -	$ 85,000.00
State Funds- -	53,053.85
	$138,053.85

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951.
State Funds for Maint.: Chap. 529, Laws 1939.

NORTH GRANTS PASS SECTION

PROJECT NO. BF-131 (13)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 3, 1951

REFERRED TO
Frubert
By Asst. Chief Engineer

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project UF-131(13), North Grants Pass Section of the Pacific Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please furnish copies of the usual encroachment and maintenance resolution from the City of Grants Pass.

Very truly yours,

C. G. POLK
Acting District Engineer

Oregon State Highway Department Federal Aid Project No. BF-131 (13)

3576

NORTH GRANTS PASS SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1951

Type Code 6201
Roadway (Sta. 11+19.32 to 53+70)

All Required		Clearing and Grubbing (85%)		$ 3,825.00
2,200	sq. yds.	Removal of Pavement and Walks	$ 0.60	1,320.00
5,200	lin. ft.	Removal of Curbs and Gutters	0.45	2,340.00
10	only	Removal of Catch Basins	25.00	250.00
720	cu. yds.	Structural Excavation, Unclassified	3.00	2,160.00
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00
8,690	cu. yds.	General Excavation, Unclassified	1.25	10,862.50
0.80	mile	Finishing Roadbed and Slopes	600.00	480.00
270	lin. ft.	6" Perforated Metal Drain Pipe, Coated	2.25	607.50
170	lin. ft.	36" Concrete Pipe	10.00	1,700.00
800	lin. ft.	8" Sewer Pipe	1.25	1,000.00
650	lin. ft.	12" Sewer Pipe	2.00	1,300.00
690	lin. ft.	18" Sewer Pipe	3.50	2,415.00
80	lin. ft.	Extra for Installing Pipe Under Pavement	3.50	280.00
50	cu. yds.	3/8" - 0 Backfill in Drains	4.00	200.00
940	lin. ft.	Salvaging Culvert Pipe	1.50	1,410.00
8	only	Concrete Manholes	250.00	2,000.00
18	only	Concrete Catch Basins	75.00	1,350.00
10	only	Adjustment of Manholes	75.00	750.00
500	cu. yds.	Concrete Curbs and Gutters	45.00	22,500.00
410	only	3/4" x 18" Dowel Bars in Gutters	0.50	205.00
1,700	sq. yds.	Concrete Driveways	4.00	6,800.00
500	sq. yds.	Concrete Walks	3.50	1,750.00
6,450	cu. yds.	Selected Roadbed Topping	1.50	9,675.00
1,250	cu. yds.	3/4" - 0 Material in Leveling Course	3.00	3,750.00
150	M-gal.	Sprinkling	3.00	450.00
0.80	mile	Preparation of Base	400.00	320.00
130	cu. yds.	3/4" - 0 Material in Binder Course	4.00	520.00
26	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,300.00
6,220	tons	Class "B" Asphaltic Concrete	8.00	49,760.00
22	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,100.00

130	cu. yds.	Aggregate in Seal Coat	$ 4.00	$ 520.00
			Subtotal	$133,020.00
			10% Engr. & Cont.	13,302.00
			Total	$146,322.00

Length	0.805 mile
Cost per mile	$181,766.45

Federal Funds- -	$ 90,000.00
State Funds- -	56,322.00
	$146,322.00

Oregon State Highway Department   Federal Aid Project No. BF-131 (13)

NORTH GRANTS PASS SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 3, 1951

Type Code 6201
Roadway (Sta. 11+19.32 to 53+70)

All Required		Clearing and Grubbing (85%)		$ ~~1,700.00~~	3825.00
2,200	sq. yds.	Removal of Pavement and Walks	$ 0.60	1,320.00	
5,200	lin. ft.	Removal of Curbs and Gutters	0.45	2,340.00	
10	only	Removal of Catch Basins	25.00	250.00	
720	cu. yds.	Structural Excavation, Unclassified	3.00	2,160.00	
40	cu. yds.	Trench Excavation, Unclassified	3.00	120.00	
8,690	cu. yds.	General Excavation, Unclassified	1.25	10,862.50	
0.80	mile	Finishing Roadbed and Slopes	600.00	480.00	
270	lin. ft.	6" Perforated Metal Drain Pipe, Coated	2.25	607.50	
170	lin. ft.	36" Concrete Pipe	10.00	1,700.00	
[illegible]	lin. ft.	8" Sewer Pipe	1.25	1,000.00	
650	lin. ft.	12" Sewer Pipe	2.00	1,300.00	
690	lin. ft.	18" Sewer Pipe	3.50	2,415.00	
80	lin. ft.	Extra for Installing Pipe Under Pavement	3.50	280.00	
50	cu. yds.	3/8" - 0 Backfill in Drains	4.00	200.00	
940	lin. ft.	Salvaging Culvert Pipe	1.50	1,410.00	
8	only	Concrete Manholes	250.00	2,000.00	
18	only	Concrete Catch Basins	75.00	1,350.00	
10	only	Adjustment of Manholes	75.00	750.00	
500	cu. yds.	Concrete Curbs and Gutters	45.00	22,500.00	
410	only	3/4" x 18" Dowel Bars in Gutters	0.50	205.00	
1,700	sq. yds.	Concrete Driveways	4.00	6,800.00	
500	sq. yds.	Concrete Walks	3.50	1,750.00	
6,450	cu. yds.	Selected Roadbed Topping	150 ~~1.25~~	~~8,062.50~~	9675.00
1,250	cu. yds.	3/4" - 0 Material in Leveling Course	3.00	3,750.00	
150	M-gal.	Sprinkling	3.00	450.00	
0.80	mile	Preparation of Base	400.00	320.00	
130	cu. yds.	3/4" - 0 Material in Binder Course	4.00	520.00	
26	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	50.00	1,300.00	
6,220	tons	Class "B" Asphaltic Concrete	8.00	49,760.00	
22	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	1,100.00	

130	cu. yds.	Aggregate in Seal Coat	$ 4.00	$ 520.00	
		Subtotal		~~$129,282.50~~	133 020.00
		10% Engr. & Cont.		~~12,928.25~~	13 302.00
		Total		~~$142,210.75~~	146322.00

Length	0.805 mile	#
Cost per mile	~~$176,659.31~~	181762.45

Federal Funds- -	~~$ 88,000.00~~	90000.00
State Funds- -	~~54,210.75~~	56322.00
	~~$142,210.75~~	146,922.00

RECEIVED
DEC 31 1952
FOR FILING

BF-131 (13)
1

December 30, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1952 on Contract No. 3576, North Grants Pass Section, in connection with Federal Aid Project No. BF-131 (13).

Very truly yours,

R. H. Baldock
State Highway Engineer

DBP:tp

cc: John Cattrall
W. C. Williams

RECEIVED
AUG 29 1952
FOR FILING

August 28, 1952

Maryland Casualty Company
404 Equitable Building
Portland, Oregon

Gentlemen:

We have a letter from you dated August 26 in which you advise that Mr. T. W. Thomas claims there is due on contracts Nos. 3575 and 3576 unstated amounts of money.

Although we do not know the sums of money mentioned by Mr. Thomas, we felt that it would be helpful if we provided the amounts due him as of the estimate of August 10, 1952, which is the latest available data. On Contract No. 3575, the payment to Mr. Thomas was in the amount of $2,233.19 and the retained percentage amounted to $921.08. On Contract No. 3576, the payment to Mr. Thomas was in the sum of $24,887.61 and the retained percentage amounted to $9,874.73.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 26th., 1952, 19

Section North Grants Pass

Kind of work Grading and Paving

Highway Pacific

Section prefix 17 - 1012

Contractor T. W. Thomas

Contract number 3576

Date of contract August 21st., 1951, 19

Date of completion July 31st., 1952, 19

Date work started September 17th., 1951, 19

Estimated date of completion July 31st., 1952, 19

Amount of contract $131,563.00

Per cent of time elapsed 98.55 %

Estimated cost of completed project, exclusive of engineering $144,380.34

Per cent of contract completed, based on total contract price 99.5% %

Engineering cost to date $10,927.00, 7.84% %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor cleaned up along the gutters, sidewalks and small piles of materials at some of the street intersections. Laid pavement on road approach at the north end of the job and worked on the shoulders at the north end of the job.

NOTED
H. G. SMITH

RECEIVED
JUL 28 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed Glen E. Roberts

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Estimated dates of completion	May 31/52	June 30/52			July 26/52
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.92	0.92			0.92
Miles partially completed	------	-----			-----
Miles completed	0.92	0.92			0.92
Total estimated quantities	7,750	8,820			5,980 Tons
Estimated quantities moved or placed to date	7,750	8,820			5,980 Tons
Average daily quantities Past Week	None	None			26 Tons
Average daily quantities necessary to complete project on time	-----	------			None
Number shifts per day	-----	------			1
Hours per shift	-----	------			8
Average force on project for week	-----	------			40

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers Paving Plant 1, Trucks 8, Paving machine 1.

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	Hot		
Tuesday	Hot		
Wednesday	Hot		
Thursday	Warm		
Friday	Hot		
Saturday			

RECEIVED
FOR FILING

FORM E-30X 25M 4-52

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 23, 1952

SUBJECT:

To:

Mr. R. G. Smith
Construction Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

Herewith, a copy of letter addressed to Mr. H. B. Glaisyer, Secretary, Highway Commission, Salem, Oregon, from Balderree and Calvert, Attorneys, Grants Pass, Oregon, relative to complaint of persons owning property on the Rogue River Loop Secondary Highway.

Please be advised that the project referred to has been completed.

Very truly yours

TOM EDWARDS
Division Engineer

By

F D Morgan
F. D. Morgan
Ass't Division Engineer

FDM:aso
Encl.

RECEIVED
JUL 25 1952
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JUL 23 1952
FOR FILING

July 18, 1952

Mr. W. W. Balderree
Attorney at Law
Masonic Building
Grants Pass, Oregon

Dear Mr. Balderree:

I have carefully read your letter of July 15, regarding the operations on the Schroeder Bar and your complaint about the dust nuisance as a result thereof. Please be advised that we will give the matter careful attention before another contract is let for the production of crushed gravel.

Please understand that I cannot make any promises to you other than that we will look into the matter and do the best we can to abate the nuisance.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
cc Mr. Williams

R 576
[illegible] - Contractor

re C Compton contract No. with [illegible] Grants Pass
Subcontractor

RECEIVED
JUL [illegible] 1952
FOR FILING

July 17, 1952

Mr. W. W. Balderree
Attorney at Law
Masonic Building
Grants Pass, Oregon

Dear Mr. Balderree:

I am referring to Mr. R. H. Baldock, State Highway Engineer, your letter of July 15, 1952 directed to myself, in which letter you call attention to a dust nuisance resulting from crusher operations of the Highway Department's contractor, J. C. Compton Company, on Schroeder Bar in connection with the state highway improvement at Grants Pass. I am sure that Mr. Baldock will give the matter every consideration.

Thanking you for calling this to our attention, I remain

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: R. H. Baldock

(Mr. Balderree's letter is attached to Mr. Baldock's copy.)

ERREE

JESSE R. CALVERT, JR.

BALDERREE & CALVERT
ATTORNEYS AT LAW
MASONIC BUILDING
GRANTS PASS, OREGON

July 15, 1952

Mr. H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Re: Schroeder Bar

Dear Mr. Glaisyer:

I am writing you with regard to the rock crusher operations on a portion of the Schroeder Bar a short distance downstream from Grants Pass, Oregon. More correctly I am writing with regard to the rock crusher operations on that portion of the bar owned by the State of Oregon.

As you are probably aware, the Compton Company is crushing rock from this bar for use in paving North Sixth Street in the completion of the widening of North Sixth Street in Grants Pass. I am writing you directly in behalf of Ralph T. Moore, Sr., of Grants Pass, and indirectly in behalf of the other residents more or less directly across the river from this rock crushing operation.

The specific complaint is with regard to the fine dust created by the rock crusher operations and apparently from the cleaning of the rock, this dust being blown with considerable force directly into the air and then blown across the river to a number of fine residences which are located along the river there. It is a question of not only the dust but an oil coating or film which at least a portion of the dust seems to acquire.

The result has been a very definite damage to the gardens, lawns, shrubs and flowers of the various property owners there. In addition, it may require a new coat of paint for the residences by reason of the oil film making the dust cling to the surfaces of the houses.

I should also point out that Schroeder Park, a small public park on the river bank, is immediately adjacent to the rock crushing operations. This oil coated dust film has had a very bad effect on the shrubbery and other natural growth in the park, as well as making a cleaning problem for those who use the park.

Mr. Moore informs me that the men operating the plant have cooperated as much as possible but the way in which this plant is operating makes it difficult for anything very constructive to be done other than starting their operations early in the morning when the air is more quiet. In any event, it would appear that this operation will be shortly completed and nothing much more can be done at this time.

ACKNOWLEDGED
H. B. GLAISYER

I am writing this letter to bring the matter to your attention, particularly with the thought that if any further use is made of this bar and the rock thereon in the future that some other and better arrangement will be made to dispose of the dust from the operations so that it will not be a nuisance to the adjoining property. As I stated, there are fine residences across the river that have suffered definite damage by reason of this operation. With this notice certainly a recurrence of the matter in the future could be avoided. I shall appreciate it if you will see that necessary note of this is made in your files and proper protection given in any future use of the bar.

Very truly yours,

W. W. Baldwin

WWB:ml
cc: Mr. J. G. Bromley
Josephine County Court

RECEIVED
JUL 16 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

3576.

April 10, 1952

Maryland Casualty Company
404 Equitable Building
Portland 4, Oregon

Attention: Mr. P. E. Fowler

Gentlemen:

Our records show that as of the estimate for work performed December 10, 1951, on Contract 3576, the contractor, Mr. T. W. Thomas, had coming to him $28,253.83. This amount had not been paid to him as of January 1, 1952, so his statement that he had this owing to him is true.

Mr. Thomas has held contracts with the State Highway Department, and although he does not own much equipment, he has a reputation for being a good organizer and handles his contracts well. We have had no difficulty with claims being filed against him.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

MARYLAND CASUALTY COMPANY
STEWART McDONALD, CHAIRMAN OF THE BOARD
WILLIAM T. HARPER, PRESIDENT

PORTLAND OFFICE
404 EQUITABLE BUILDING PORTLAND 4, OREGON
PHONE CAPITOL 3221

THOR A. BERGSTROM, RESIDENT MANAGER

April 8, 1952

Oregon State Highway Comm.
Salem, Oregon

Re: T.W. Thomas, 10248 N.E. Holladay St., Portland, Oregon

Gentlemen:

In a financial statement dated January 1, 1952 filed with us for the purpose of establishing a general line of surety bond credit this applicant claims that there is due from you the sum of $28,253.83 in connection with Contract #3576.

To enable us to verify this statement will you please advise us if the amount claimed due from you is correct? If the amount is not correct will you advise how much, if any, is owed by you to this applicant?

Your general advices regarding the reputation and ability of this applicant in his line will be helpful to us.

THIS LETTER IS FOR VERIFICATION PURPOSES ONLY. IT IS NOT A REQUEST FOR PAYMENT NOR TO BE CONSIDERED AS AN INDICATION THAT WE FEEL THE STATEMENT IS NOT A TRUE SHOWING.

Any information you give us will be treated as confidential. An envelope is enclosed for your reply.

Yours very truly,

P.E. Fowler

P.E. Fowler
BONDING DEPARTMENT

PEF:jk

Accounts Rec. Verif.
Form 12002-B

RECEIVED
NOV 1951
FOR FILING
FORM E-30X 25M 11-50 44702

BF 131 (13)

3576

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1951

SUBJECT:

To: Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

A subcontract between T. W. Thomas and J. C. Compton, covering items 27 to 32 inclusive, on Contract No. 3576, N. Grants Pass Section, Ore. BF-131 (13), is approved.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED
[illegible] 1951
FOR FILING

BF-131 (13)

3576

September 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 17, 1951 on Contract No. 3576, North Grants Pass Section, in connection with Federal Aid Project No. BF-131 (13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

RECEIVED
[illegible] 1951
FOR FILING

BF-121 (12)

3576

September 17, 1951

Mr. T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3575, covering grading and paving on Rogue River(Main Street) City Street, in Jackson County, Oregon. Awarded August 21, 1951.

Contract No. 3576, covering grading and paving on the North Grants Pass Section of the Pacific Highway in Josephine County, Oregon. Awarded August 21, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
FOR FILING

[illegible]

3876

Salem, Oregon
September 13, 1951

Mr. H. G. Smith

In your letter of September 7 you brought out the matter of paying for moving of utility poles where a city charges a franchise tax, and particularly with reference to Grants Pass.

I agree entirely with your contention that the cities should be required to move poles where they collect a fee from the Company, but we have not been doing this in the past. Particularly have we paid large sums of money in Klamath Falls. I, therefore, am reluctant to press this matter in the city of Grants Pass, where a state-city agreement has already been signed, but do suggest that, in all future projects within cities, the matter of the city's moving poles where the utility company is not by law compelled to do so, be made a part of the agreement before the contract is awarded.

In order not to delay the Grants Pass project, please proceed with it as per present plans.

W. C. Williams

WCW:me

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7th, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith copy of a letter from Mr. Lytle pointing out that we should require the cities who charge a franchise tax to move the utility poles, since this tax gives the utilities a lease on the ground and requires someone to pay the expense of moving. He states that this situation exists in Grants Pass where we recently let Contract #3576 to T. W. Thomas.

There seems to be merit in Mr. Lytle's suggestion, and I recommend you advise the City the poles must be moved at their expense, since they assumed that responsibility when they made the agreement with the power company.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

FORM E-30 25M 11-50 44701

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Aug. 31, 1951

SUBJECT: 17-1012

To: H. G. Smith
Construction Engineer

Dear Sir:

I wish to call your attention to the fact that in many instances the California Oregon Power Company has entered into a contract with the cities whereby the cities receive a certain percentage of funds from the electric bills; in return for this, it is up to the cities to move any poles necessary.

In this connection we overlooked this matter at Grants Pass. While we have money set up in the budget for the moving ot the telephone poles, on the North Grants Pass section, it appears to me that the City, inasmuch as it is being paid a rental for the poles, should by rights take care of the cost of moving when it is necessary to alter the pole line.

This is a matter of policy and I wish you would advise me whether or not we should try to collect from Grants Pass or should we pay for this moving ourselves.

The same was true in Canyonville, but, inasmuch as they were not the instigators of the new location through that town, I think it would be useless to ask the City of Canyonville to reimburse us for the poles moved.

Very truly yours,

K. D. LYTLE
Division Engineer

RECEIVED
1951
FOR FILING

BF-131 (13)

3576

August 23, 1951

T. W. Thomas
10248 N. E. Holladay Street
Portland 16, Oregon

Dear Sir:

The State Highway Commission on August 21, 1951 awarded you Contracts Nos. 3575 and 3576 for the Rogue River (Main Street) Grading and Paving Project in the City of Rogue River in Jackson County, and the North Grants Pass Section of the Pacific Highway in Josephine County. This award was based on your low combination bid of $143,956.00 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
1951
FOR DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON
BF-131 (13)

35 76

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. BF-131(13), North Grants Pass Section of the Pacific Highway, to T. W. Thomas of Portland, who submitted the low bid.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

NOTED
State Highway Engineer

RECEIVED
FOR FILING
MONTANA
OREGON
IDAHO BF-131(13)
WASHINGTON
3-16

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

August 17, 1951

P. O. BOX 3900
PORTLAND 8, OREGON

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal, including special provisions, for Oregon BF-131(13), North Grants Pass Section of the Pacific Highway, in Josephine County.

Very truly yours,

W. H. LYNCH
Division Engineer

Encl.

By: L. J. Caufield
L. J. Caufield
Principal Highway Engineer

Copy with encl
to the Resident

RECEIVED
FOR FILING

[illegible]
3076

File

August 14, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our notification by telephone July 31, 1951, that Project BF-131(13), Item 7 Bond financed - Postwar Federal-aid Primary Program was approved effective July 30, subject to provisions of section 5 of the 1950 Act.

The approval is in accord with the data furnished this office by letter July 18, 1951.

Very truly yours,

C. G. POLK
Acting District Engineer

Original referred to Mr. Probert.

RECEIVED
1951
DISTRICT
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-131(13), North Grants Pass Section of the Pacific Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Please furnish copies of the usual encroachment and maintenance resolution from the City of Grants Pass.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Prohart

IVED

LING

July 18, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Inclusion of the below described project in Oregon's program of Federal Aid Primary Highway Projects - Bond Financed is requested:

Item No.	7
County	Josephine
Project No.	EP-131 (1[illegible])
F. A. Route No.	3
State Route No.	US-99
Termini	North corporate limit of Grants Pass to "A" St. (Grants Pass)
Total Cost	$150,000
Federal Funds	$ 93,000
Length	0.83 mile
Character of work	Grade, drain and 4-lane high-type pavement

Map showing the position of the project on the federal aid system and with reference to the interstate Route in the vicinity is being sent herewith. Traffic information is as follows:

1950 Data

A. D. T.	6,000
Per cent commercial	14

1965 Data (Estimated)

A. D. T.	8,500
Average summer maximum	9,500
30th peak hour	850
Per cent commercial	14

On the northerly 2,900 feet of the project, the existing surfacing consists of an 18-foot Portland cement concrete pavement with 9-foot gravel shoulders. The southerly 1,900 feet was improved under Project [illegible]-131 (F). Its width between curbs is 36 feet, paved from curb to curb with asphaltic concrete.

Under the presently contemplated project, new curbs will be installed and the pavement widened and resurfaced with asphaltic concrete to a width of 56 feet.

Construction of the project at the present time is justified by the fact that the section to be improved is a part of, and will continue for some time to be a part of, Highway US-99, one of the most important highways in the Pacific Coast area from the military as well as from the civilian standpoint. Traffic on this important highway is seriously impeded by the narrowness of the travelled way on the section proposed to be improved.

Construction of the project requires no steel. Such materials, labor and equipment as are required in the construction are readily available.

We are in hopes that the project can be programmed in time to enable us to receive bids at a contract letting to be held on August 20-21.

Very truly yours,

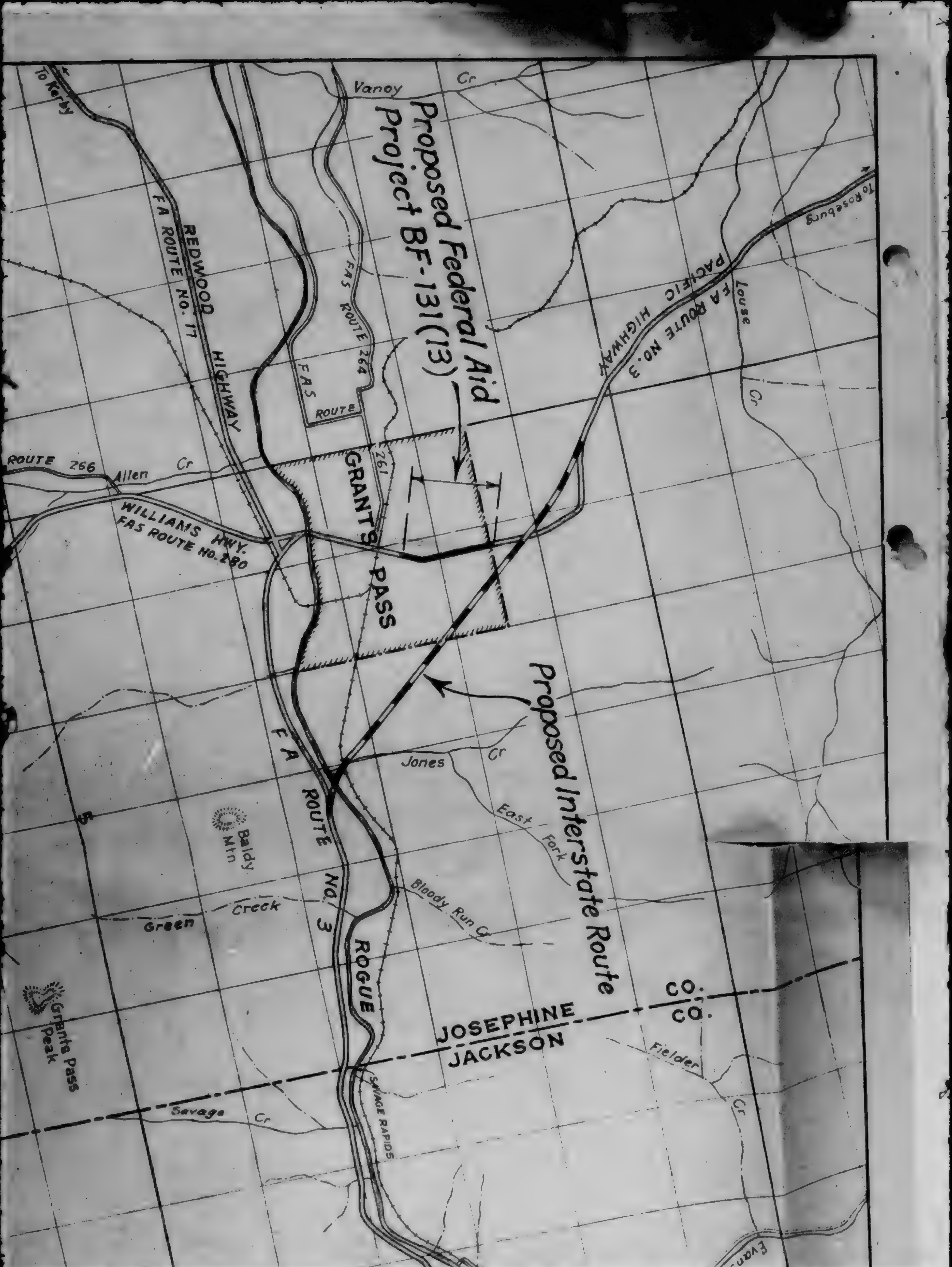
R. H. Baldock
State Highway Engineer

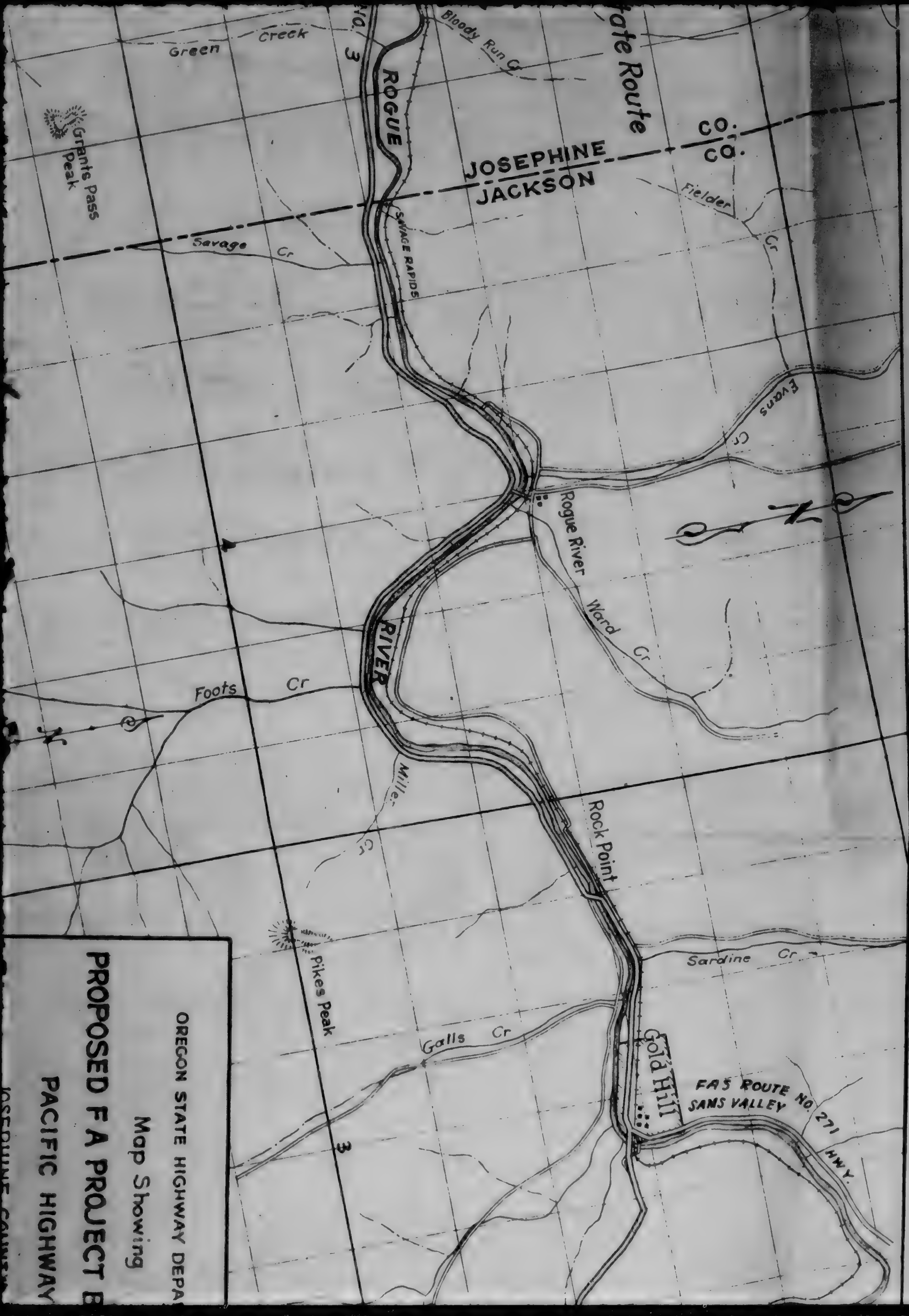
By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.


Proposed Federal Aid
Project BF-131(13)
Proposed Interstate Route
To Kerby
Vanoy Cr
To Roseburg
REDWOOD
FA ROUTE NO. 17
HIGHWAY
FAS ROUTE 264
FAS ROUTE
PACIFIC HIGHWAY
FA ROUTE NO. 3
Louse Cr
ROUTE 266
Allen Cr
261
WILLIAMS HWY.
FAS ROUTE NO. 280
GRANTS PASS
Jones Cr
East Fork
FA ROUTE No. 3
Baldy Mtn
Bloody Run Cr
Green Creek
ROGUE
Grants Pass Peak
JOSEPHINE CO.
JACKSON CO.
Fielder Cr
Savage Cr
SAVAGE RAPIDS
Evans


Green Creek
Bloody Run Cr
State Route
3
ROGUE
Grants Pass Peak
JOSEPHINE CO.
JACKSON CO.
Fielder Cr
Savage Cr
SAVAGE RAPIDS
Evans Cr
Rogue River
Ward Cr
RIVER
Foots Cr
Miller Cr
Rock Point
Sardine Cr
Pikes Peak
Galls Cr
Gold Hill
FAS ROUTE No. 271
SANS VALLEY HWY.
3

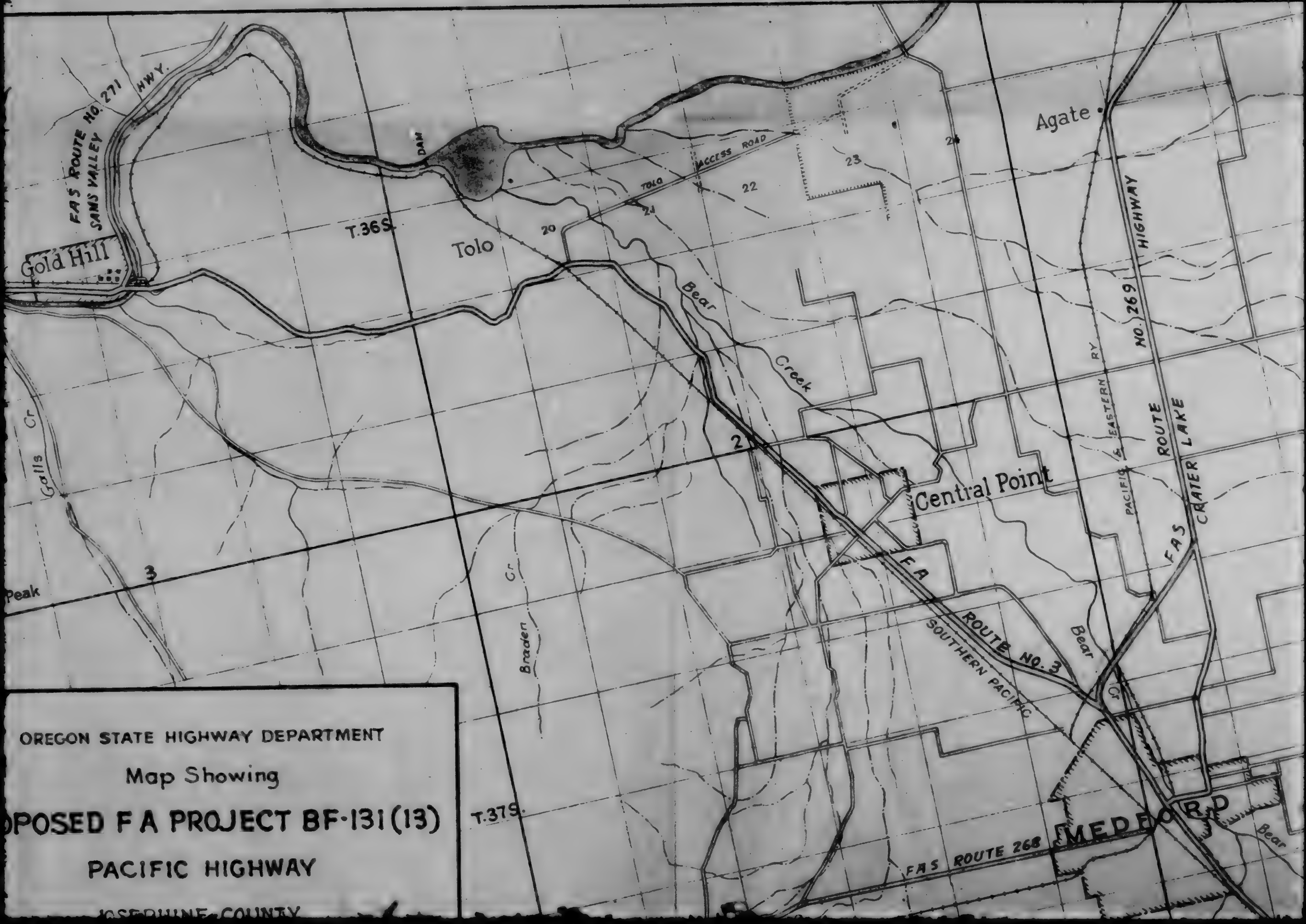
OREGON STATE HIGHWAY DEPA

Map Showing

PROPOSED F A PROJECT B

PACIFIC HIGHWAY

JOSEPHINE COUN


F A S ROUTE NO. 271
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Galls Cr
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Central Point
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SOUTHERN PACIFIC
Braden Cr
PACIFIC & EASTERN RY
F A S ROUTE NO. 269 CRATER LAKE HIGHWAY
Bear Cr
T.37S.
F A S ROUTE 268
MEDFORD
Bear

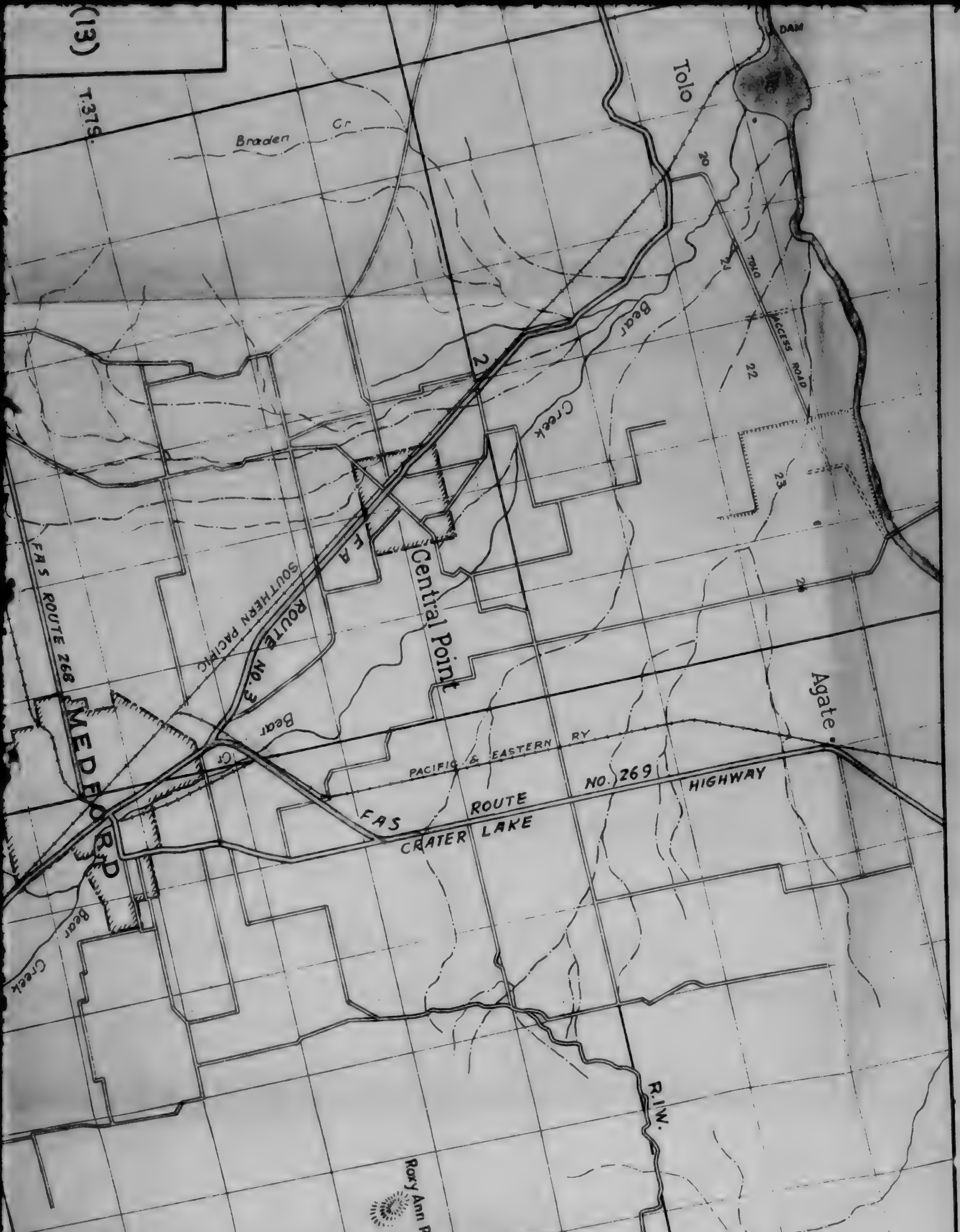
OREGON STATE HIGHWAY DEPARTMENT

Map Showing

OPOSED F A PROJECT BF-131(13)

PACIFIC HIGHWAY

JOSEPHINE COUNTY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Central Point
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MEDFORD
Bear Cr
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CRATER LAKE HIGHWAY
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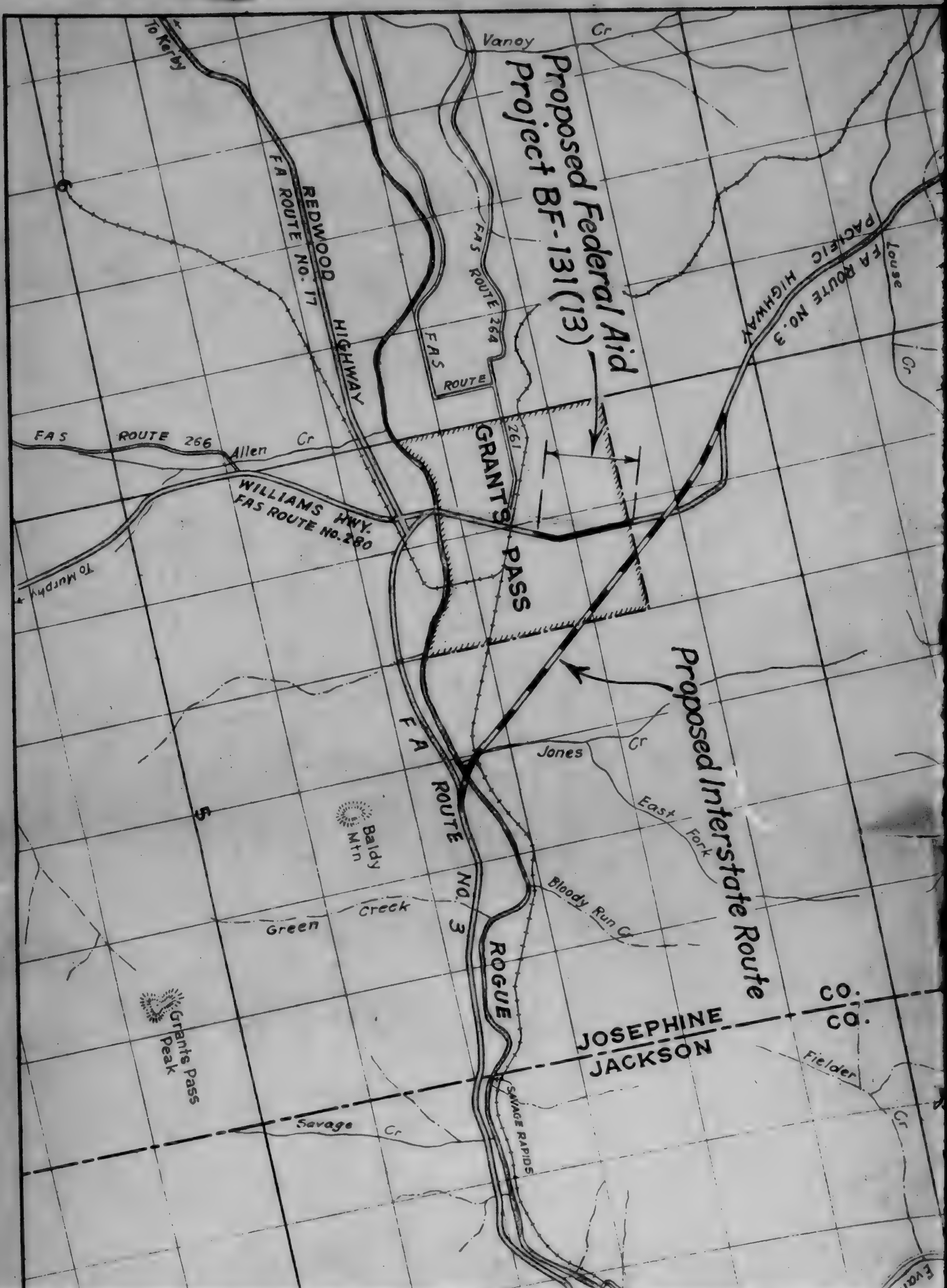
Roxy Ann Pk


To Kerby
Vanoy Cr
Proposed Federal Aid Project BF-131(13)
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FA ROUTE NO. 17
FAS ROUTE 264
FAS ROUTE
PACIFIC HIGHWAY
FA ROUTE NO. 3
Louse Cr
FAS ROUTE 266
Allen Cr
261
GRANTS PASS
WILLIAMS HWY.
FAS ROUTE No. 280
To Murphy
Proposed Interstate Route
FA ROUTE No. 3
Jones Cr
East Fork
Baldy Mtn
5
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Bloody Run Cr
Green Creek
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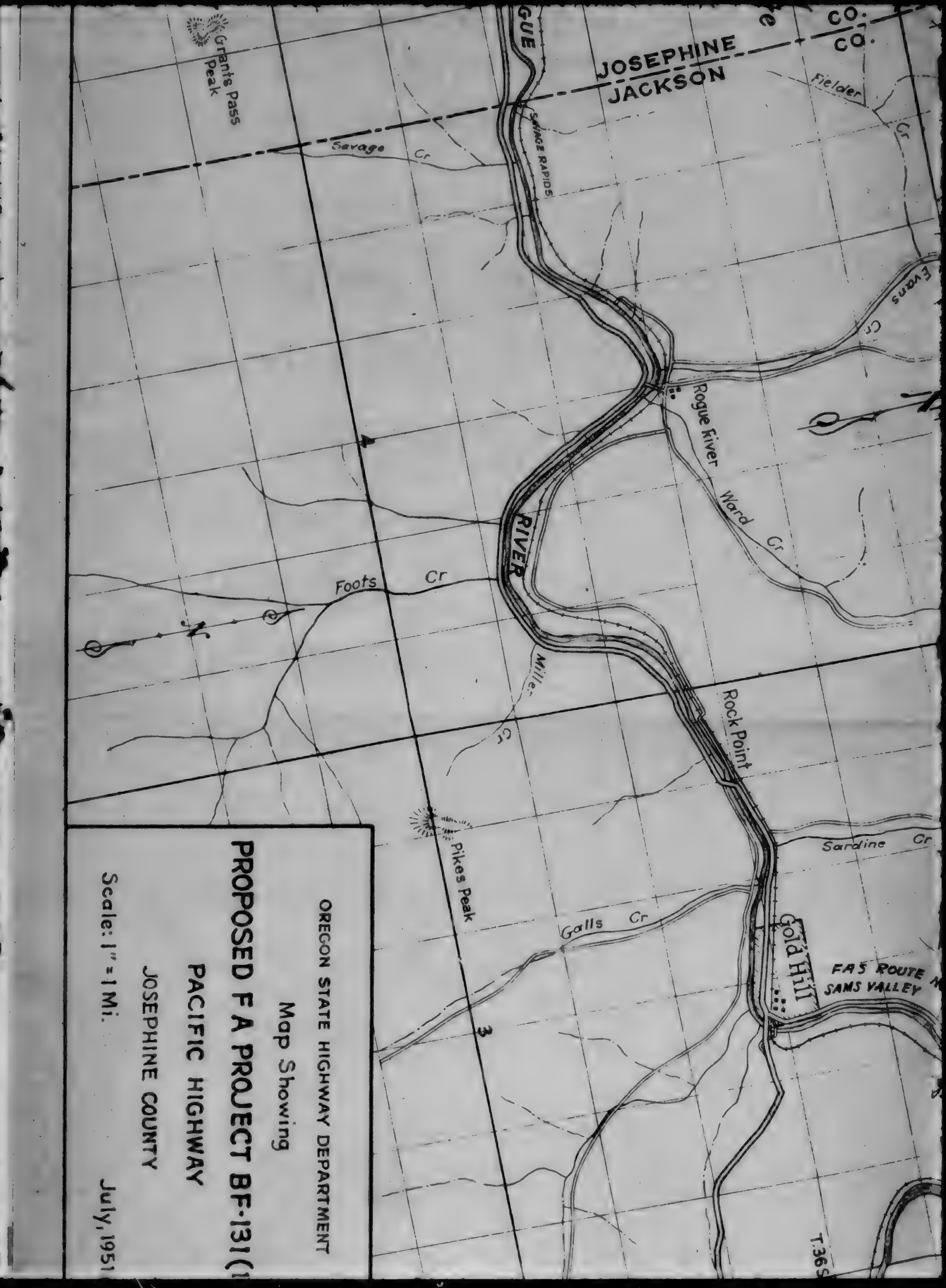
Grants Pass Peak
JOSEPHINE CO.
JACKSON CO.
Fielder Cr
Savage Cr
SAVAGE RAPIDS
Evans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Pikes Peak
Sardine Cr
Galls Cr
Gold Hill
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SAMS VALLEY
3
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OREGON STATE HIGHWAY DEPARTMENT

Map Showing

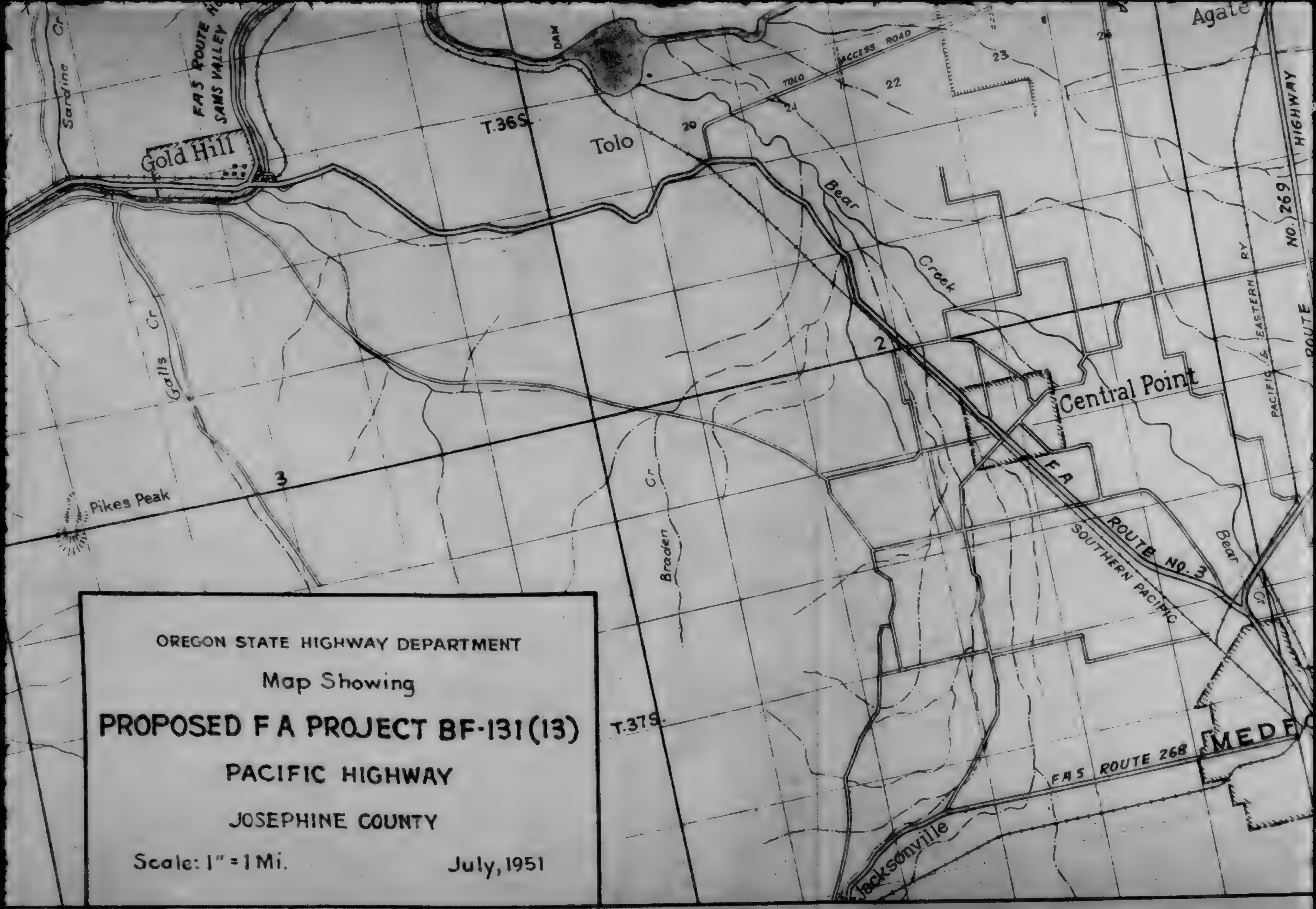
PROPOSED F A PROJECT BF-131(

PACIFIC HIGHWAY

JOSEPHINE COUNTY

Scale: 1" = 1 Mi.

July, 1951



OREGON STATE HIGHWAY DEPARTMENT

Map Showing

PROPOSED F A PROJECT BF-131(13)

PACIFIC HIGHWAY

JOSEPHINE COUNTY

Scale: 1" = 1 Mi.

July, 1951

Sardine Cr
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SAMS VALLEY
Gold Hill
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PACIFIC & EASTERN RY
Bear Creek
Galls Cr
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Central Point
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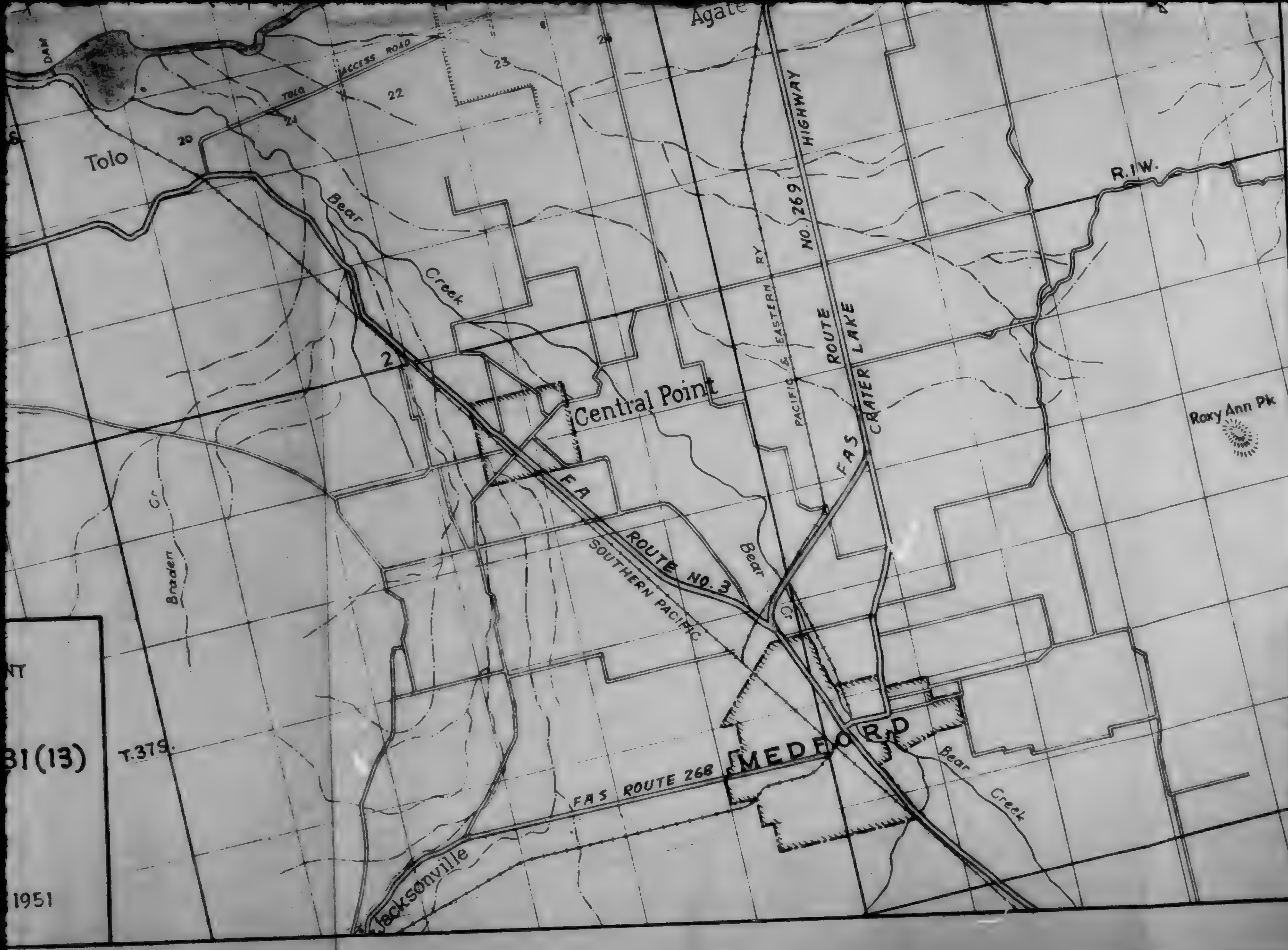
ROUTE NO. 3
SOUTHERN PACIFIC
Bear
Cr
3
Pikes Peak
Braden Cr
T.37S.
F A S ROUTE 268
MEDF
Jacksonville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SOUTHERN PACIFIC
Braden
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Bear
Cr
MEDFORD
FAS ROUTE 268
Bear
Creek
Jacksonville
Roxy Ann Pk

[illegible] Franklin Boulevard (Univ- [illegible]
ersity St.-Walnut St.) Sec.
#[illegible] of the Pacific Hwy. in Eugene

RECEIVED
52
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3577	5 Final	The Central Heating Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
12215	R-44606	$676.52	July 11, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. S. Herr
ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1951

Time Extensions: extended to 6-1-52

Completion Date: May 23, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: JUL
J. S. Herr

RECEIVED
JUN [illegible] 1952
FOR FILING

June 27, 1952

United Pacific Insurance Co.
Siegenthaler & Stevenson Insurance Agency
Titus Building
Eugene, Oregon

Gentlemen:

State Highway Contract No. 3577 for work performed on the Franklin Blvd.(University Ave.-Walnut St.) Section of the Pacific Highway in Lane County was completed by the contractor, The Central Heating Co., on May 23, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $676.52 will be released to the contractor after acceptance of the contract by the Commission. The total contract amount is $22,550.56, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Wash.

Portland Branch Office

NOTED ON CARD
[illegible]

RECEIVED
JUN 19 1952
FOR FILING

1575

71

June 17, 1952

United Pacific Insurance Co.
Siegenthaler & Stevenson Insurance Agency
Titus Building
Eugene, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to The Central Heating Co. on contract No. 3577, for paving on the Franklin Blvd. (University Ave.-Walnut St.) Section on the Pacific Highway in Lane County.

This payment, in the amount of $1,446.48, will be released to the contractor on or after June 27, 1952. The amount of retained percentage is $676.52.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 26, 1952

Section Franklin Blvd. (University-[illegible])

Kind of work Paving

Highway Pacific

Section prefix 20-1075

Contractor Centr l Heating Co.

Contract number 3577

Date of contract Aug. 21, 1951

Date of completion Oct. 31, 1951

Date work started Sept. 12, 1951

Estimated date of completion May 15, 1952

Amount of contract . . . . $ 27,723.50

Per cent of time elapsed 249/72 346 %

Estimated cost of completed project, exclusive of engineering . . . . $ 31,189.00

Per cent of contract completed, based on total contract price . . . . 76 %

Engineering cost to date $ 2,813.50, 10.3 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

[illegible]

All work is completed except time for the seal coat. This [illegible] cannot be done under the present weather conditions this will be the last report until the above work is started.

NOTED
H. G. SMITH

RECEIVED
[illegible] 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
K. D. LYTLE

Signed E. E.

Address 2141 [illegible] Ave., Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.68
Miles partially completed					0.68
Miles completed					0.65
Total estimated quantities					2,100
Estimated quantities moved or placed to date					1,651
Average daily quantities					13 Ton
Average daily quantities necessary to complete project on time					Expired
Number shifts per day					1
Hours per shift					8
Average force on project for week					6

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	Cloudy		
Friday	Overcast		
Saturday			

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

The Central Heating Co.
865 Olive Street
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 214 days, from October 31, 1951 to June 1, 1952, within which to complete your contract No. 3577 for paving on the Franklin Blvd. (University Ave.-Walnut St.) Section on the Pacific Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. G. Smith,
Construction Engineer

E. E. Umphlette,
Resident Engineer

NOTED ON CARD
1-14-52 gX

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20-[illegible]

[illegible]

November 30, 1951

Request for extension of time
No. 9
December 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from The Central Heating Company for an extension of time on Contract No. 3577, Franklin Boulevard, in Eugene, from October 31, 1951 to June 1, 1952.

This contract was awarded on August 21, 1951, and work was commenced on September 12 with the specified completion date of October 31. However, the weather during the months of September and October did not permit full utilization of the working time, and the contractor was unable to complete his contract on this account.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP: sh lg
cc Mr. W. C. Williams
Mr. H. G. Smith

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3577

September 17, 1951

The Central Heating Co.
865 Olive Street
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3577, which was awarded to you on August 21, 1951 by the State Highway Commission, covering paving on Franklin Blvd. (University Ave.-Walnut St.) Section of the Pacific Highway in Lane County, Oregon. This copy is for your records and files.

An executed copy of the above contract is also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
FOR FILING

24-1075

3577

August 23, 1951

Central Heating Company
865 Olive
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3577 for the Franklin Boulevard (University Street-Walnut Street) Section of the Pacific Highway in Lane County. This award was based on your low bid of $27,723.50 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

T.W.

RECEIVED
1951
FOR FILING

[illegible]

[illegible]

Eugene

7-C

June 12, 1951

Mr. Oren L. King
City Manager
Eugene, Oregon

Dear Mr. King:

Some time ago in a letter directed to Mr. K. D. Lytle, Division Engineer of the State Highway Department, you indicated that concrete sidewalks would be constructed on the north side of Franklin Boulevard from Walnut Street to Hilyard Street, and you suggested that the State Highway Department participate in this project ot the extent of constructing concrete curbs and gutters.

Your suggestion has been investigated, and a report on the subject was rendered to the State Highway Commission at its last meeting. You will be pleased to know that the Commission authorized an expenditure of $25,000.00 for this purpose, including the widening of the pavement from its present 20-foot width to a 32-foot width.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

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FOR FILING

Eugene

May 18, 1951

Oregon State Highway Commission

Gentlemen:

The City of Eugene has for several months been advocating the widening of the pavement on the northbound section of Franklin Boulevard (Pacific Highway) and construction of curbs. The City wishes to build sidewalks and considers the curbs necessary before this can be done and complains of the bad drainage conditions along the existing unsurfaced highway shoulders. The drainage and general appearance along this section of Franklin Boulevard are not good. This is a portion of the old highway which was not improved when the four-lane highway was built. A new section was constructed for southbound traffic, but the old highway was retained in its present condition for northbound traffic. Further improvement of this section to a curb standard is necessary and desirable for a complete improvement.

To widen the pavement from its present 20-foot width to 32 feet and construct curbs is estimated to cost $25,000, of which cost approximately $7,000 is the cost of resurfacing the present highway, which should be done whether or not the widening is performed.

This matter will be on the next agenda for your consideration, and I recommend that the street be widened as requested between Moss Street and Walnut Street and that we set up as a state project the amount of $25,000 to cover same.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. M. H. Hawke
Mr. S. H. Probert

OHNSON, Mayor

OREN L. KING, City Manager

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

May 10, 1951

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

With reference to the installation of concrete curbs and gutters on the north side of Franklin Boulevard from Walnut Street to Hilyard Street, we wish to urge that this be approved at the earliest date possible as it becomes more apparent with the continued increase in traffic on this street that the north side of the street should be controlled not only for the benefit of traffic but for drainage purposes.

It is hoped that this project may be approved at the May 24th meeting of the Highway Commission. Thanking you again for your assistance, I remain

Very truly yours,

Oren L. King

Oren L. King,
City Manager.

NOTED
W. C. WILLIAMS

OLK:lg

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 29, 1951

SUBJECT: Franklin Boulevard
In Eugene

NOTED
W. C. WILLIAMS

To: H. G. Smith
Construction Engineer

Dear Sir:

Attached is an estimate on the resurfacing of Franklin Boulevard, on the Pacific Highway, in Eugene. We have changed the type of curb from monolithic to straight curb section and reduced the length by 175'. This was brought about by a mistake evidently on the map from which we figured this curb. The thickness of asphaltic concrete has been reduced from 2 1/2" to 2". These changes bring the cost of the project to $22,800. The width of this improvement is 32'.

I noted on my previous estimate that I had shown the section as 32' but when we checked it, it turned out that it was 33 1/2', using the monolithic curb as it set just outside of the present pavement.

Also enclosed is an estimate covering the widening of the section 4' to provide another lane, making three 12' travel lanes but not providing for any parking space. The attached sketch provides for the 4' extra width. This section also shows a 2" pavement thickness. The total cost of it is $29,435.

This 36' overall width will require the moving of the poles between Moss and Villard Streets. This can be done if a new sidewalk is to be built by placing the north edge of the walk at the right-of-way line. There would be 6.7' between the back of the curb and this right-of-way line which provides room for a 5' walk with 1.7' utility strip for poles.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

NOTED
H. G.

kdl;g

encs

FRANKLIN BLVD. - EUGENE
PACIFIC HIGHWAY
Station 125+78 to 161+87
32' Width - Type "C" Curb

March 29, 1951

K. D. Lytle,
Div.Engr.

ESTIMATE OF COST

Item	Net	Allowance	Quantity	Price	Total
Structural Excavation	20	2	22 Cu.Yd.	4.00	88.00
General Excavation	500	50	550 Cu.Yd.	0.75	412.50
Pavement Removal	30	3	33 Sq. Yd.	1.00	33.00
Finish Roadbed & Slopes			0.68 Mi.	300.00	204.00
Excavate & Place Topsoil	100	10	110 Cu.Yd.	2.00	220.00
8" Sewer Pipe	30	3	33 L. Ft.	2.00	66.00
Catch Basins			3 only	100.00	300.00
Type "C" Concrete Curbs	127	13	140 Cu.Yd.	45.00	6300.00
Rock Base	175	13	190 Cu.Yd.	1.50	285.00
3/4" - 0" Material in Base	50	5	55 Cu.Yd.	2.50	137.50
Sprinkling	50	5	55 M-Gal.	2.00	110.00
Class "B" Asphaltic Concrete	1719.6	170.4	1890 Tons	6.00	11340.00
Emulsified Asphalt in Seal Coat	10.78	0.22	11 Ton	45.00	495.00
Aggregates in Seal Coat	64	6	70 Cu.Yd.	4.00	280.00
					20271.00
12 1/5" Engineering & Contingencies					2529.00
Total:					$22800.00

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FOR FILING

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3577

Eugene

Salem, Oregon
March 6, 1951

Mr. H. G. Smith

Relative to construction of curbs between Hilyard Street and Walnut Street on Franklin Boulevard in Eugene, I note Mr. Lytle estimates this work roughly at $28,000, which estimate includes cost of resurfacing the northbound lane. In order that we may have sufficient information to present this matter to the Commission, please furnish an estimate showing the cost of curb construction, the cost of pavement resurfacing and widening, if required, and your recommendations as to each type of work.

The estimate need not include sidewalk construction, as the State will not construct sidewalks within the limits of incorporated cities.

W. C. Williams

WCW:me

March 5, 1951

Mr. Oren L. King
City Manager
Eugene, Oregon

Dear Mr. King:

With reference to construction of curbs on the north side of Franklin Boulevard between Walnut and Hilyard Streets, there is some question as to whether such work could be undertaken in the near future. Construction of such curbs is quite costly, and, with the large expenditures already made in the Eugene area, consideration must be given to many other projects throughout the state.

The Commission has no definite policy concerning curb construction and usually constructs curbs only where necessary for proper drainage, control of access, et cetera. In many instances cities construct the curbs in addition to sidewalks.

I will conduct an investigation to determine the cost of the curb construction in Eugene and present the data to the Highway Commission for its consideration.

After the Commission has taken action, I will advise you.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams

JOHNSON, Mayor

OREN L. KING, City Manager

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON

MARCH 2, 1951

MR. R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
OREGON STATE HIGHWAY COMMISSION,
SALEM, OREGON.

DEAR SIR:

I AM ENCLOSING HEREWITH COPY OF LETTER TO MR. K. D. LYTLE, DIVISION ENGINEER, RELATIVE TO THE CONSTRUCTION OF CONCRETE CURBS AND GUTTERS ON THE NORTH SIDE OF FRANKLIN BOULEVARD FROM WALNUT STREET TO HILYARD STREET, AND ALSO THE CONSTRUCTION OF CONCRETE SIDEWALKS IN THE SAME AREA.

WE FEEL THAT CONCRETE CURBS AND GUTTERS ARE NECESSARY TO CONTROL ENTRANCE DRIVEWAYS AS WELL AS FOR DRAINAGE THROUGHOUT THIS AREA AND THAT IF THE HIGHWAY DEPARTMENT WILL INSTALL THE CONCRETE CURBS AND GUTTERS THAT THE PROPERTY OWNERS AND THE CITY WILL PUT IN THE CONCRETE SIDEWALK.

THE ENTIRE DEVELOPMENT OF THE FRANKLIN BOULEVARD PROJECT HAS WORKED OUT SO NICELY THAT WE FEEL IT IS JUSTIFIABLE THAT THESE CURBS AND SIDEWALKS BE INSTALLED TO COMPLETE THE JOB PROPERLY FOR PEDESTRIAN TRAFFIC AS WELL AS PROPER DRAINAGE.

THANKING YOU FOR YOUR ASSISTANCE IN THIS MATTER, I REMAIN

VERY TRULY YOURS,

Oren L. King

OREN L. KING,
CITY MANAGER.

OLK:LG

NOTED
W. C. WILLIAMS

ENCL.: COPY OF LETTER

RECEIVED
MAR 5 1951
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2nd, 1951

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Sir:

Herewith letter from Mr. Lytle transmitting a letter from City Manager King of Eugene relative to curbs along the north side of Franklin Boulevard.

I consider this a meritorious project which should be done as soon as it can be financed.

Very truly yours,

H. G. Smith
Construction Engineer

W. C. WILLIAMS

HGS:AR
Enc.

FORM K-30 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE
Roseburg, Oregon

Feb. 23, 1951

SUBJECT: Curbs
Franklin Blvd.
Eugene

To: H. G. Smith
Construction Engineer

Dear Sir:

I am sending herewith a copy of a letter written by the City Manager King of Eugene, with reference to construction of curbs on the north side of Franklin Boulevard. I consider this to be a good chance to get the curbs in and the sidewalks built as there are several walks along this section which are bad. If our standard curbs are put in, perhaps the people would build it themselves and it would save us some money.

As I recall the matter, the estimate of cost of resurfacing the north bound lane together with the cost of the curbs was $28,000.

Very truly yours,

K. D. Lytle
K. D. LYTLE
Division Engineer

kdl;at

attach

RECEIVED

COPY

February 21, 1951

Mr. K. D. Lytle,
Division Engineer
Oregon State Highway Department
Roseburg, Oregon.

Dear Mr. Lytle:

The City of Eugene is receiving petitions for the construction of concrete sidewalks on the north side of Franklin Boulevard from Walnut Street to Hilyard Street.

In order that the work may be done in a manner to control entrance driveways for the commercial establishments, there should be concrete curbs and gutters installed.

Therefore, it is suggested that the State Highway Department participate in this project to the extent of constucting the concrete curbs and gutters.

I would appreciate knowing from you the possibilities of the Highway Department's participation in the aforementioned project.

Very truly yours,

/s/ Oren L. King

Oren L. King
City Manager

OLK:lg.

S-220(4) Little North Santiam River 1951
Br., North Santiam Hwy.
#3578

RECEIVED
APR 7 1953
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 27, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3578	16-final	C. J. Eldon	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
5186	62896	$ 8,632.31	March 26, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: Extended to Dec. 31, 1952 without penalty

Completion Date: Dec. 19, 1952

Date Accepted: Jan. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-27-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
Acting Secretary

Warrant Mailed:

a. a. Wahlander

3-27-53

RECEIVED
FOR FILING

20(4)

3-77

March 11, 1953

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State highway contract No. 3578 for bridge construction on the Little North Santiam River, Mehama-Mill City Section on the North Santiam Secondary Highway in Marion County was completed by the contractor, C. J. Eldon, on December 19, 1952 and was formally accepted by the Highway Commission on January 6, 1953.

Final payment in the amount of $8,632.31 will be released to the contractor on or after March 21, 1953. The total contract amount is $208,636.11, of which amount $689.66 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

FN

cc - United Pacific Insurance Company
Mansfield & Co.
302 Lewis Bldg.,
Portland 4, Oregon

NOTED ON CARD

3-11-53

RECEIVED
24 FEB 53
FOR FILING

2-24-(1)

[illegible]

February 24, 1953

Soule' Steel Company
2630 N. W. St. Helens Road
Portland 10, Oregon

Attention: Mr. W. T. Brownridge

Gentlemen:

We have your letter of February 17 concerning the status of steel quantities on Contract No. 3578 for construction of the Little North Santiam River Bridge and for Contract No. 3788 for steel quantities in the Whiskey Creek culverts.

Inquiry was made in the Bridge Department and they advise us that final quantities have not yet been determined on Contract No. 3578. On Contract No. 3788, the final quantity of reinforcing steel has been determined at 19,889 pounds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

SAN FRANCISCO
LOS ANGELES
HOUSTON
SEATTLE

TELEPHONE
BEACON 5184

SOULÉ STEEL COMPANY
STEELINE PRODUCTS
2630 N. W. ST. HELENS ROAD
PORTLAND 10, OREGON

FEBRUARY 17, 1953

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

SUBJECT: LITTLE NORTH SANTIAM RIVER BRIDGE
CONTRACT NUMBER 3578

ATTN: MR. H. B. GLAISYER

DEAR MR. GLAISYER:

WE ARE ATTEMPTING TO ARRIVE AT A FINAL SETTLEMENT ON THE ABOVE JOB, CONTRACTOR C.J. ELDON, AND ON DEC. 26 MR. PAXON ADVISED US THAT THE OREGON STATE HIGHWAY DEPARTMENT HAD NOT AS YET ESTIMATED THE FINAL PAY QUANTITIES FOR METAL REINFORCING FOR THIS JOB.

~~IF~~ THESE QUANTITIES ARE NOW COMPLETE, WE WOULD APPRECIATE VERY MUCH YOUR ADVISE AS TO THIS ITEM, AS WE ARE ANXIOUS TO ARRIVE AT AN EARLY SETTLEMENT WITH THE PRIME CONTRACTOR.

YOURS VERY TRULY,

SOULE' STEEL COMPANY

W T Brownridge
W. T. BROWNRIDGE

2/20
Final quan not
[illegible]
Ivag

WTB/DC

RECEIVED
FEB 2[illegible] 1953
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL

RECEIVED
JAN [illegible] 1953
FOR FILING

-220(4)

3578

January 16, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. J. Eldon in connection with contract No. 3578, for construction of Little North Santiam River Bridge on the Mehama-Mill City Section of the North Santiam Secondary Highway in Marion County.

This payment, in the amount of $9,595.17, will be released to the contractor on or after January 26, 1953. The retained percentage is $6,185.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

RECEIVED
SEP 9 1952
FOR FILING

September 8, 1952

Mr. [illegible] J. [illegible]ldon
P. O. Box 5666
Portland 17, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 122 days, from August 31 to December 31, 1952, within which to complete your contract No. 3578 for constructing bridge over the Little North Santiam River on the Mehama-Mill City Section of the North Santiam Secondary Highway in Marion County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

RECEIVED
AUG [illegible] 1952
FOR FILING

August 7, 1952

State Highway Commission

Request for extension of time
No. 6
August 18 and 19 meeting.

Gentlemen:

Re: Little North Santiam River Bridge
Contract No. 3579

Herewith request for an extension of time from August 31, 1952 to December 31, 1952, to complete the work on the bridge over the Little North Fork of the Santiam River on the North Santiam Highway in Marion County, C. J. Eldon, contractor.

Because of foundation conditions it became necessary to make a change in the foundations for the concrete arch, which increased the amount of excavation and the concrete in the foundations. This additional work is sufficient to account for the delay.

It is recommended that the extension be granted without penalty to the contractor. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary

Project No. S-220(4)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of November, 1951, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 2nd day of February, 1951, a program, which was approved on the 21st day of March, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 6th day of August, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred thirty-one thousand and 00/100 dollars ($131,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 457+44.27 in the NE 1/4, Section 18, T-9-S, R-2-E, W.M., and survey station 461+31.73 in the NW 1/4, Section 17, T-9-S, R-2-E, W.M., without exception

, length 0.073 miles, in Marion County,

being Oregon Federal Aid/Secondary project No. S-220(4), consisting of 0.000 miles of

roadway and one ~~XXXXX~~ bridges, each of more than 20 feet clear span, 0.073 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-3

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one hundred thirty-one thousand and 00/100** dollars ($**131,000.00**), which does not exceed the authorized Federal pro rata share of **two hundred twelve thousand one hundred sixty-five and 80/100** dollars ($**212,165.80**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Acting *Division Engineer,*
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-3

RECEIVED
1951
FOR FILING

October 17, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Little North Santiam River Bridge, Project No. S-220 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220 (4)

LITTLE NORTH SANTIAM RIVER BRIDGE ON THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 11, 1951

Type Code X024
Bridge (Sta. 457+44.27 to 461+31.73)

All Required		Shoring, Cribbing, Etc.		
2,700	cu. yds.	Structural Excavation		$ 23,300.00
30	cu. yds.	Structural Excavation, Below Elevation Shown	$10.00	27,000.00
1,700	cu. yds.	Class "A" Concrete	12.00	360.00
300,000	lbs.	Metal Reinforcement	55.00	93,500.00
790	lin. ft.	Metal Handrail	.12	36,000.00
3,080	lbs.	Miscellaneous Metal	12.20	9,638.00
			1.00	3,080.00
			Subtotal	$192,878.00
			10% Engr. & Cont.	19,287.80
			Total	$212,165.80

Length- - - - - - - - - - - - - - - - - - .073 mile

Federal Funds- $131,000.00
State Funds- 81,165.80

$212,165.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-220 (4)

LITTLE NORTH SANTIAM RIVER BRIDGE

ON THE NORTH SANTIAM HIGHWAY IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 2, 1951

Type Code X024
Bridge (Sta. 457+44.27 to 461+31.73)

All Required		Shoring, Cribbing, Etc.		$ 20,000.00
2,700	cu. yds.	Structural Excavation	$ 5.00	13,500.00
30	cu. yds.	Structural Excavation Below Elevation Shown	5.00	150.00
1,700	cu. yds.	Class "A" Concrete	70.00	119,000.00
300,000	lbs.	Metal Reinforcement	0.125	37,500.00
790	lin. ft.	Metal Handrail	12.00	9,480.00
3,080	lbs.	Miscellaneous Metal	1.00	3,080.00
			Subtotal	$202,710.00
			10% Engr. & Cont.	20,271.00
			Total	$222,981.00

Length- - - - - - - - - - - -0.073 mile

Federal Funds- -	$138,000.00
State Funds- -	84,981.00
	$222,981.00

LITTLE NORTH SANTIAM RIVER BRIDGE

PROJECT NO. S-220 (4)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

August 2, 1951

LITTLE NORTH SANTIAM RIVER BRIDGE

PROJECT NO. S-220 (4)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

RECEIVED

S- 220(4)

3578

September 11, 1951

Mr. C. J. Eldon
P. O. Box 5686
Portland 17, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3578, which was awarded to you on August 21, 1951 by the State Highway Commission, covering construction of the Little North Santiam River Bridge on the Mehama-Mill City Section of the North Santiam Secondary Highway in Marion County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

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FOR FILING

124 - 1044

3578

August 23, 1951

C. J. Eldon, Contractor
P. O. Box 5686
Portland, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3578 for the Little North Santiam River Bridge about one mile from Mehama on the North Santiam Highway in Marion County. This award was based on your low bid of $192,878 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
AUG 14 1951
FOR FILING

August 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Applications for priority assistance

Dear Sir:

The following memorandum dated August 8, 1951, has been received from the Division Office:

> "Form CMP-4C submitted with your August 7 memorandum includes application for allotments and/or ratings in connection with Oregon Project S-220(4), Little North Santiam Bridge, although the contract has not been awarded.
>
> While we cannot take action on such a request until the award is made, we do not believe it desirable to require submission of a new form CMP-4C at that time. On the other hand, we hesitate to simply hold the form for action after award without further advice from the State, through your office. A procedure which can be uniform for Federal-aid and non-participating projects should be adopted whereby we will be advised award has been made, the name and address of the contractor, and the State's confirmation, as of that date, of the application.
>
> In certain cases it may be desirable to reserve some quantity before award of contract, to insure its availability for allotment when the contract is awarded. Ordinarily we think such procedure would be impractical, but will give consideration to a request for such reservation in the case of a very high priority project for which it is almost certain the contract can be awarded in time to utilize, during the period of availability, the reserved quantity.
>
> On the form mentioned in the first paragraph above it is noted that 'light bars & shapes' are tabulated on line 17, while lines 02 and 03 apparently are intended to include such items.

"The application will be held without action pending receipt of the above indicated information."

Please inform us, as soon as the contract is awarded, so that we may make reply to the Division Office in the case mentioned, Oregon Project S-220(4), Little North Santiam Bridge.

Note that in other similar cases, the Division Office will require the procedure outlined in the second paragraph of the memorandum quoted above and the modification of this procedure, outlined in paragraph three, when high priority projects are involved.

Very truly yours,

C. G. POLK
Acting District Engineer

CC - C. A. Gardner

EIVED
AUG 9 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

Const
Fed. Aid
Prog. & Proj

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 7, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-220(4)
Little North Santiam Bridge
(a) Application for authority to commence construction #35-119
(b) Application for allotment, critical materials

Dear Sir:

Your application dated August 2, 1951 was received in this office on August 6.

Application is approved to commence construction subject to contrary action at higher levels.

The work contemplated by this project consists in the construction of a bridge over the Little North Santiam River near Mehama. Grading work on the section of which this bridge will become a part is rapidly nearing completion. Until such time as the bridge shall have been completed, traffic will have to continue using the existing highway which is inadequate to meet its present needs.

The total amount of steel requested, including reinforcing bars, is 168 tons.

Your application for allotment of this amount of steel has been forwarded to the Division Office, recommended for approval.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Polk
C. G. POLK
Acting District Engineer

Copy to Paxson & Probert

VED

FILING

MONTANA
OREGON
IDAHO
WASHINGTON

Const
Fed Aid
Oreg. Proj.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 6, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-220(4), Little North Santiam River Bridge on the North Santiam Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C. G. Polk
O. G. POLK
Acting District Engineer

VED
51
OR FILING

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a statement of approval by the Marion County Court for the Little N. Santiam River bridge section of the N. Santiam State Secondary Highway, FAS Highway No. 121. The Federal Aid project number is S-220(4).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

CEIVED
[illegible]
FOR FILING
FORM E-30X 25M 8-50 42289

Const
Fed. Aid
Prog. & Plng

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a statement of approval by the Marion County Court for the Little N. Santiam River bridge section of the N. Santiam State Secondary Highway, FAS Highway No. 121. The Federal Aid project number is S-220(4).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

cc: Mr. S. H. Probert

M E-123X 20M 6-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 18, 1951

Honorable Rex Hartley
Marion County Judge
Salem, Oregon

RECEIVED
JUN 20 1951
ENGINEER
COUNTY & CITY RELATIONS

Dear Judge:

The Highway Commission at its July 16-17 meeting is planning to call for bids on the Little N. Santiam River Bridge Section of the N. Santiam State Secondary Highway which is Federal Aid Secondary Highway No. 121. The construction of this bridge will be Federal Aid Project No. S-220(4).

The bridge will consist of one 207'-2" concrete arch span with three 30' R.C.D.G. approach spans at each end for an overall length of 387'-2". The width of the roadway will be 26' with 3-1/2' sidewalks on each side.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects, both on State Highways and County Roads. It will be appreciated if the County Court will indicate its approval on the bottom of the extra copy of this letter and return it immediately to this office. Since the receipt of the County's approval is necessary before the project can be advertised, it is hoped this matter will be given your earliest consideration. It is requested that your concurrence be mailed to arrive in this office not later than June 25.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall ✓
Engineer, County and City Relations

June 19th, 1951

We concur in the above project.

Rex Hartley Judge
Roy J. Rice

ASSIGNMENT

No. 5468

te: **August 13, 1951**

By RHB

Description: **Letter 8-10-51 from C. G. Polk re applic. for priority assistance**

Acknowledged by _ _ _ _ _ Referred to _ _ **PAXSON** _ _ _ _

NOTED
State Highway Engineer

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
XX Please prepare for _ _ _ _ _ **R.H.B.'s** _ _ _ _ _ _ _ _ _ signature

Assignment executed _ _ _ _ _ _ Report received 8-31-51

Remarks: No answer required - all questions answered by award of contract at Aug meeting of com.
CAGardner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

REFERRED TO
Paxson.
State Highway Engineer
Please
prepare answer

August 10, 1951

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Application for priority assistance

Dear Sir:

The following memorandum dated August 8, 1951, has been received from the Division office:

> "Form CMP-4C submitted with your August 7 memorandum includes application for allotments and/or ratings in connection with Oregon Project S-220(4), Little North Santiam Bridge, although the contract hasnot been awarded.
>
> While we cannot take action on such a request until the award is made, we do not believe it desirable to require submission of a new form CMP-4C at that time. On the other hand, we hesitate to simply hold the form for action after award without further advice from the State, through your office. A procedure which can be uniform for Federal-aid and non-participating projects should be adopted whereby we will be advised award has been made, the name and address of the contractor, and the State's confirmation, as of that date, of the application.
>
> In certain cases it may be desirable to reserve some quantity before award of contract, to insure its availability for allotment when the contract is awarded. Ordinarily we think such procedure would be impractical, but will give consideration to a request for such reservation in the case of a very high priority project for which it is almost certain the contract can be awarded in time to utilize, during the period of availability, the reserved quantity.
>
> On the form mentioned in the first paragraph above it is noted that 'light bars & shapes' are tabulated on line 17, while lines 02 and 03 apparently are intended to include such items.

"The application will be held without action pending receipt of the above indicated information."

Please inform us, as soon as the contract is awarded, so that we may make reply to the Division Office in the case mentioned, Oregon Project S-220(4), Little North Santiam Bridge.

Note that in other similar cases, the Division Office will require the procedure outlined in the second paragraph of the memorandum quoted above and the modification of this procedure, outlined in paragraph three, when high priority projects are involved.

Very truly yours,

CGPolk

C. G. POLK
Acting District Engineer

CC - C. A. Gardner

RECEIVED
AUG 27 1951
FOR FILING
OREGON DISTRICT
MONTANA
OREGON
IDAHO S-220(4)
WASHINGTON
3578

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

August 21, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence as of this date in award of contract on Oregon Project No. S-220(4), Little North Santiam River Bridge on the North Santiam Highway, to C. J. Eldon of Portland, who submitted the low bid.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Project

RECEIVED
1951
COMMISSION

26-1979 Sylvan Grade Widening Project 1-62
on the Sunset Hwy. at Sylvan.
#3579 About 1.2 M. West of Portland

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3579	5-final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18556	R-51685	$ 507.98	10/14/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1951

Time Extensions: Extended to July 22, 1952 without penalty

Completion Date: July 22, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-23-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: OCT 24 1952
A. A. Wiklander

RECEIVED
FOR FILING

[illegible]

[illegible]

September 26, 1952

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway contract No. 3579 for work performed on the Sylvan Section of the Sunset Highway in Multnomah County was completed by the contractor, Parker-Schram Company on July 22, 1952 but has not as yet been accepted by the Commission.

Final payment in the amount of $507.98 will be released to the contractor after acceptance by the Commission. The total contract amount is $11,604.24 of which amount $1,004.01 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Indemnity Co.
Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

noted on card
RN

RECEIVED
1952
FOR FILING

3 77

September 9, 1952

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 52 days, from June 1 to July 22, 1952, within which to complete your contract No. 3579 for grade widening on the Sylvan Section of the Sunset Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

James Don,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
FOR FILING

3579

August 13, 1952

Request for extension of time
No. 20 Last request for
August 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Parker-Schram Company for an extension of time on Contract No. 3579, Sylvan Grade widening Project on the Sunset Highway, from June 1, 1952 to July 22, 1952.

The contractor encountered extremely unsatisfactory working conditions during the winter months, and when work started this spring, rain again interfered with their operations. Since this project did not involve any highway operation, no inconvenience was caused to the Department or to the traveling public.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP lg

RECEIVED
AUG 14 1952
FOR FILING

3577

August 12, 1952

Glens Falls Indemnity Company
Pacific Coast Department
Sixth Floor Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Parker-Schram Company on Contract No. 3579, covering grade widening on the Sylvan Section of the Sunset Highway in Multnomah County. This payment, in the amount of $3,959.75, will be made on or after August 22, 1952. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

md

Secretary

cc - Amorata and Schram
440 Mead Building
Portland 4, Oregon

NOTED ON CARD
8-12-52

Form E-1
21

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 9, 19 52

Section Sylvan

Kind of work Grade Widening

Highway Sunset

Section prefix 26-1609

Contractor Parker-Schram

Contract number 3579

Date of contract August 21, 19 51

Date of completion October 15, 19 52

Date work started August 30, 19 51

Estimated date of completion July 22, 19 52

Amount of contract $ 10,350.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 11,596.26

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 133.74, 19 %

Date project was completed July 22, 19 52

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Turned in semi-final estimate to the division office Tuesday.

NOTED
H. G. SMITH

RECEIVED
AUG 11 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed James Don
James Don

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.12				
Miles partially completed					
Miles completed	0.12				
Total estimated quantities	14,417.5 CY				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
JUL [illegible] 1952
FOR FILING

July 1, 1952

Mr. Ben R. Chandler, Chairman
State Highway Commission
Benson Hotel
Portland, Oregon

Dear Mr. Chandler:

In our telephone conversation yesterday you asked that I advise you of the status of the highway widening work now underway just west of Sylvan near the intersection of the Sunset and Tualatin Valley Highways.

We had been bothered at this location for several years by a slide, which slide was a result of the cut bank being left on too steep an angle when constructed by Multnomah County many years ago. The sliding movement had reached the stage where it threatened to undermine a house on top of the bank, and it appeared that this house would slide from its foundations unless corrective measures were taken.

We purchased the necessary right of way to not only eliminate the slide condition but to widen the highway for the ultimate six-lane width that will need to be provided at some future date. You will recall that the house was also purchased.

We awarded a contract last fall to the Parker-Schram Company for the removal of some 13,000 cubic yards from the slide area, and the amount of its contract was $8,900. The materials were to be used in leveling the state maintenance site in the near vicinity. The Parker-Schram Company took out enough of the slide material last fall to level the area required for the construction of the state maintenance building, but wet weather forced a shutdown of the work before the entire project could be completed. The slide area has now dried out sufficiently to permit resumption of the work, and the Parker-Schram Company has now resumed work and should complete the project in a couple of weeks.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:ms

RECEIVED
JAN 15 1952
FOR FILING

January 14, 1952

Parker-Schrum Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 20, 1951, had under discussion your request for an extension of time of 229 days, from October 15, 1951 to June 1, 1952, within which to complete your contract No. 3579 for grade widening on the Sylvan Section of the Sunset Highway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

James Don,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
1-14-52, gl

RECEIVED
FOR FILING

36-[illegible]

[illegible]

November 30, 1951

Request for extension of time
No. 10
December 20 and 21 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Parker-Schram Company for an extension of time on the Sylvan grade widening, Contract No. 3579, from October 15, 1951 to June 1, 1952.

This contract was awarded on August 21, 1951, and work was commenced on August 30. Heavy rains set in on September 25, and the few dry days between intermittent rainy periods since that time have not allowed the material to dry sufficiently to permit the contractor to operate.

For this reason, I would recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

EAP:sh 1g

cc Mr. W. C. Williams
Mr. H. G. Smith

RECEIVED
1951
FOR FILING

26- [illegible]

3579

September 25, 1951

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3579, which was awarded to you on August 21, 1951 by the State Highway Commission, for grade widening on the Sylvan Section of the Sunset Highway in Multnomah Coundy.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

RECEIVED

FOR FILING

35 - 1609

3579

August 23, 1951

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3579 for the Sylvan Grade Widening Project on the Sunset Highway in Multnomah County. This award was based on your low bid of $8,900 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

24-1[illegible]61 Forest [illegible] Section of the [illegible]
Wilson River [illegible]
43 [illegible] and Tualatin Valley Highways.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 24, 1952

(CONTRACT NO.) 34-1041	(EST. NO.)	(CONTRACT0R)
XXXXX 3580	8-final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21418	R- 54178	$ 4,748.42	11/21/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: July 22, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-2-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A A Wicklander

NOTED ON CARD
12-3-52

RECEIVED
NOV 14 1952
FOR FILING

November 13, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway Contract No. 3580 for grading and paving on the Forest Grove Section of the Wilson River and Tualatin Valley Highways in Washington County was completed by the contractor, Warren Northwest, Inc., on July 22 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $4,748.42 will be released to the contractor on or after November 24, 1952. The total contract amount is $155,020.51, of which amount $149.63 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

POSTED ON CARD
11-13-52

RECEIVED
SEP 26 1952
FOR FILING

September 26, 1952

United States Guarantee Company
90 John Street
New York 7, New York

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Warren Northwest, Inc., on Contract No. 3580, covering grading and paving on the Forest Grove Section of the Wilson River and Tualatin Valley highways in Washington County. This payment, in the amount of $1,156.53, will be made on or after October 7th. The retained percentage is $1,156.53.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

noted on card
MD

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 20, 1952

Section Forest Grove	Kind of work Grading and Paving
Highway Wilson River and Tualatin Valley	Section prefix 34-1061
Contractor Warren Northwest Inc.	Contract number 3580
Date of contract August 31, 1951	Date of completion July 31, 1952
Date work started September 6, 1951	Estimated date of completion July 22, 1952
Amount of contract $ 176,128.88	Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 169,256.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 12,100.00, 96 %

Date project was completed July 22, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to Division Office on Wednesday, Sept. 17, 1952.

NOTED

RECEIVED

[illegible]

OFFICE OF

CONSTRUC[illegible]

NOTED
B. A. MARTIN

Signed James Don
James Don, Resident Engineer.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

RECEIVED
AUG 25 1952
FOR FILING

August 22, 1952

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

It is the intention of the State Highway Commission to release to Warren Northwest, Inc. a portion of the funds heretofore retained by the Commission on contract No. 3580, for grading and paving on the Forest Grove Section of the Wilson River and Tualatin Valley Highways in Washington County.

This payment, in the amount of $22,710.74, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,611.82. The present payment will be released to Warren Northwest, Inc. on or after September 2, 1952.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

8-22-52, g

RECEIVED

FOR FILING

34-1061

3580

September 17, 1951

Warren Northwest Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3581, covering paving on Sweet Home ("K" and "L" Streets) City Streets, in Linn County, Oregon. Awarded August 22, 1951.

Contract No. 3580, covering grading and paving on the Forest Grove Section of the Wilson River and Tualatin Valley Highways in Washington County, Oregon. Awarded August 21, 1951

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
FORM E-128X 25M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

34-1061
3580

C
O
P
Y

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

August 28, 1951

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I have approved as to form and legality the attached Contract No. 3580, which calls for work on part of the Wilson River Route and on the Tualatin Valley Highway, but I call attention to what I think is an irregular designation, which is on page 1 of the Special Provisions and is a part of the title shown under Unit 1.

I refer to the language, "temporary route". When the agreement was being prepared for the City and the State to sign, I took exception to the designation of part of the Wilson River Highway as a temporary route. I was told that it has been designated as a temporary route for years, and the section we are now improving will probably be temporary for many more years.

This contract shows that the total cost is approximately $156,000. How much of that will be applied to the so-called temporary route, I do not know, but I have been unable to find any statute which gives the Commission authority to designate the route of a state highway "temporary route" and spend on it the amount of money that this contract calls for. There is no occasion, in my opinion, for calling this a temporary route, even though some years in the future a different route may be selected. The Commission is authorized to change the route of a highway even when it was designated in the first place as a permanent route. When delegations come before the Commission requesting improvement of what are recognized as permanent locations and those delegations are told that we do not have the funds, they could well direct criticism toward the Commission for spending $156,000 on a temporary route and then say that they have no money for a permanent route.

This may be an oversight that those words have been used to describe the section of the Wilson River Route under discussion, and I hope that that's the case, because I think it is quite irregular to call this a temporary route and spend the amount of money that this contract calls for.

Yours very truly,

/S/ J. M. DEVERS

J. M. DEVERS

JMD:FRC

MEMO:
The original of this letter is filed in Contract No.3580.

gl

RECEIVED
FOR FILING

34-1061
3580

August 23, 1951

Warren Northwest Incorporated
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on August 21, 1951 awarded you Contract No. 3580 for the Forest Grove Section of the Wilson River (temporary route) and Tualatin Valley Highways in Washington County. This award was based on your low bid of $156,259 submitted on that date.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ehr

Enclosure

RECEIVED
[illegible] 1951
FOR FILING

34 - [illegible]

3[illegible]

August 8, 1951

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of the County of Washington a fully executed copy of an agreement between the State Highway Commission and Washington County and the City of Forest Grove covering the proposed highway rerouting plans at Forest Grove, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
AUG 30 1951
FOR FILING

[illegible]

[illegible]

August 8, 1951

Mr. M. O. Gardner, City Manager
City Hall
Forest Grove, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and Washington County and Forest Grove covering the proposed highway rerouting plans at Forest Grove, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

322-1711 Sweet Home ("K" & "L" Sts.) 1951
Paving Project in Sweet Home
#3531

RECEIVED
FOR FILING

[illegible]

March 20, 1953

Mrs. Nealia G. Haven
758 "L" Street
Sweet Home, Oregon

Dear Mrs. Haven:

Any arrangements for obtaining surplus dirt or rock from highway improvements at Sweet Home would need to be made with the contractor. The contractor to whom this project has been awarded is Warren Northwest, Inc., whose address is P. O. Box 5072, Portland 13, Oregon. If you care to contact Warren Northwest, he will probably advise you as to how you might get in touch with some of the personnel.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

758 L St.
Sweet Home, Oregon
March 18, 1953

Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Sir:

I would appreciate information as to whom to contact in regard to obtaining surplus dirt and rocks which I understand will be moved in a considerable quantity within the near future from this vicinity.

Sincerely,

Nealia G. Haven

Nealia G. Haven

[illegible]
W. C. WILLIAMS

RECEIVED
MAR 19 1953
OREGON
STATE HIGHWAY COMMISSION

J. W. CATTRALL

December 7, 1951

NOTED
J. W. CATTRALL

Mr. Jess M. Parker
City Manager
Sweet Home, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

The final costs of the Special City Allotment Project in the City of Sweet Home on "K" and "L" Streets are as follows:

Contract Items	$15,689.06
Construction Engineering	1,063.21
Survey	844.41
Total	$17,596.68
Less Agreed State Share	15,000.00
Agreed City Share	$ 2,596.68
Advance deposit by City	$ 9,979.69
Less City Share	2,596.68
Refund due City	$ 7,383.01

Proper action has been initiated to accomplish the above refund and the City should receive a warrant in the amount of $7,383.01 within the next two week period.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

CITY OF SWEET HOME
LINN COUNTY, OREGON

December 5, 1951

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall

I am writing you relative to the actual cost figures on L Street, 8th Avenue and K Street — A State, City cooperative project.

I wrote your office concerning the actual costs on September 19, 1951. We also, spoke of these costs, when we met at the League of Oregon Cities meeting held October 15, 16, and 17th, 1951 in Portland, Oregon.

Due to the manner in which City funds are designated for specific works, it has become imperative that the City soon make assessment on the property owners abutting upon this improvement, in order, to pay the amount which the State required over and above the $15,000.00.

The Council will be very grateful for your aid in securing a final summary concerning this project, as soon as possible.

Respectfully yours
CITY OF SWEET HOME

Jess M. Parker
City Manager

jmp/rmb

RECEIVED
DEC 7 1951

RECEIVED
DEC [illegible] 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FOR FILING

522-1711

(CONTRACT NO.) 3581

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 30, 1951

3581	3-final	Warren Northwest, Inc.
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)

20392	R-28804	$ 500.00	Nov. 28, 1951
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 15, 1951

Time Extensions: None

Completion Date: Sep. 10, 1951

Date Accepted: Oct. 11, 1951

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-3-51

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 4 1951
A. A. Wicklander

[illegible] ON CARD
12-3-51

RECEIVED
FOR FILING

[illegible]

3581

November 15, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

State Highway contract No. 3581 for work performed on the Sweet Home ("K" & "L" Sts.) Section in Linn County was completed by the contractor, Warren Northwest, Inc., on September 10 and was formally accepted by the Highway Commission on October 11, 1951.

Final payment in the amount of $500 will be released to the contractor on or after November 25, 1951. The total contract amount is $15,689.06, of which amount $545.29 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

[illegible] ON CARD

RECEIVED
NOV [illegible] 1951
FOR FILING

322-194

3581

November 1, 1951

United States Guarantee Co.
90 John Street
New York 7, N. Y.

Gentlemen:

The State Highway Commission is prepared to make a semi-final payment to Warren Northwest, Inc. on contract No. 3581, covering paving on the Sweet Home ("K" & "L" Sts.) City Street Section in Linn County.

This payment, in the amount of $2,806.19, will be released to the contractor on or after November 10, 1951. The retained percentage is $500.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

RECEIVED
FOR FILING

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1951

SUBJECT:

To:
Mr. W. C. Williams,
Assistant State Highway Engineer,
Department.

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith a Memo concerning the drainage situation at Sweet Home, which you might wish to use in a letter to the Chamber of Commerce and City Manager.

It seems to me the City has an obligation in keeping the dirt accumulation flushed out of the gutters. It was understood when I called on the City Manager that they would flush the gutters so our work could proceed with greater ease and success, but this was not done and our chipping operations were carried on by instrument work as we proceeded.

Yours very truly,

F D Eason
F. D. EASON,
Division Engineer.

FDE:AM

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1951

SUBJECT:

To:

MEMO OF DRAINAGE SITUATION AT
SWEET HOME, OCTOBER 24, 1951

Under a State Force Order chargeable to the paving contract recently completed in the town of Sweet Home, we have made a real effort during the past few days to better the gutter drainage, regarding which complaint has been made.

Some patching was performed, though thin patches in this wet weather are very insecure and unsatisfactory. However, the condition has been improved a great deal by chipping off the high spots to allow the water to run free to the catch basins. We believe this is the best that can be done at this time of year.

I do think, however, that the drainage can be kept in a satisfactory shape if the City periodically flushes the gutters to clean out the continuous accumulations of dirt and debris. A very little of this dirt and sediment will back up the drainage where the grades are as slight as obtains on the two or three east blocks of this improved section. Next summer during the paving season, we will plan to do additional skin patching to attain the best surface runoff that can be secured.

RECEIVED
1 1951
FOR FILING

322-1711

3581

September 17, 1951

Warren Northwest Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith fully executed copies of contracts which were awarded to you by the State Highway Commission as follows:

Contract No. 3581, covering paving on Sweet Home ("K" and "L" Streeta) City Streets, in Linn County, Oregon. Awarded August 22, 1951.

Contract No. 3580, covering grading and paving on the Forest Grove Section of the Wilson River and Tualatin Valley Highways in Washington County, Oregon. Awarded August 21, 1951.

These copies are for your records and files.

An executed copy of each of the above contracts are also being sent to the surety on your bond.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

Salem, Oregon
September 10, 1951

Mr. F. D. Eason
Division Engineer

Attached please find a copy of a letter from Mr. Jess M. Parker, City Manager of Sweet Home, requesting that the city allotment project in Sweet Home now under contract be cut back to a point 200' east of the easterly edge of the Ames Creek bridge on L Street.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

cc: Mr. H. G. Smith

CITY OF SWEET HOME
LINN COUNTY, OREGON

September 5, 1951

RECEIVED
SEP 7 1951
ENGINEER
COUNTY & CITY RELATIONS

Mr. John W. Cattrall, Engineer ✓
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall.

Relative to our telephone conversation this date concerning the improvement of L Street, 8th Avenue and K Street, I wish to state that it is the wishes of the Sweet Home Council that this improvement not be extended any farther to the East on L Street than 200 feet from the Easterly end of the bridge spanning Ames Creek on L Street. It is expected that by not extending this improvement to 10th Avenue as shown on the plans of the proposed improvement, which plans the City of Sweet Home received from the State last week, ~~it~~ will result in considerable saving in the costs which the City was informed of in a letter from your office dated August 21, 1951. It is understood that the City will receive full payment for this saving from the State in so far that the City has made a cash payment to the State of $9,979.69 for its share of the complete work to embrace paving to 10th Avenue.

This request is necessary due to the fact that an improvement district has been set up to embrace the description of that area described in the Agreement between the State of Oregon and the City of Sweet Home signed April 25, 1951, for the above described project. By extending this improvement it places the City in the embarrassing and illegal condition of assessing more properties than were in the orginal improvement district. You will note that the letter recommending extension of the improvement was written eleven months before the actual agreement above mentioned was made between the State and City.

Very truly yours,
City of Sweet Home
by Jess M. Parker
Jess M. Parker
City Manager

mh
cc Frank Walters, Resident Engineer
Box 324
Albany, Oregon

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 1951, 19

Section Sweet Home (K & L Sts.

Highway City Street

Contractor Warren Northwest Inc.

Date of contract Aug. 22, 1951, 19

Date work started Aug. 23, 1951, 19

Amount of contract $20,517.50

Kind of work Paving

Section prefix 322-1711

Contract number 3581

Date of completion Oct. 15, 1951, 19

Estimated date of completion Sept. 15, 1951, 19

Per cent of time elapsed 31 %

Estimated cost of completed project, exclusive of engineering $20,517.50

Per cent of contract completed, based on total contract price . . . . 90 %

Engineering cost to date $ 700, %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping rocking and paving this project this week. Remianing anly sealing. City objected to eastlery limits and project cut at a point 200 ft. east of Ames creek bridge This eliminated 83 tons of paving.

RECEIVED
SEP 10 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed x J Walters

Address Box 324 Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT. 48416

files

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FOR FILING

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Herewith Check No. 16772 in the amount of $9,979.69 from the City of Sweet Home. This check represents the city's advance deposit on its share of the cost of the proposed $250,000 city allotment project on K Street, 8th Avenue, and L Street in that city.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

Check to Acc Div
8-23-51

RHP:MM
Encl.

cc: Mr. M. H. Hawke

RECEIVED
OCT 16 1951
FOR FILING

3 [illegible] - 1111
3581

AGENDA

4-j

August 22, 1951

Warren Northwest, Inc.
2660 N. E. Hancock Drive
Portland, Oregon

Gentlemen:

The State Highway Commission on August 20 accepted your proposal for paving on city streets in the city of Sweet Home in Linn County, for the sum of $20,517.50, and awarded contract No. 3581 to you subject to concurrence by the City of Sweet Home and the provision by said City of funds for the cost of the project in excess of $1[illegible],000. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

md
Enc.

cc - R. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.G.)

S+C

ESTIC SERVICE
eck the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
August 22, 1951
11:25 a.m.

Warren Northwest, Inc.
9360 N. E. Hancock Drive
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Sweet Home ("K" and "L" Streets) Paving Project in Linn County for which you submitted low bid on August 20. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

F iles

Salem, Oregon
August 17, 1951

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

Attached is a letter from Mr. F. D. Mayer, City Attorney for Sweet Home, wherein he requests that an assignment of future state tax street funds be accepted by the Highway Commission in lieu of a cash deposit towards the city's share of the total cost of the special city allotment project on K and L Streets.

I contacted Mr. Parker, City Manager, by telephone in an attempt to clarify this matter. The agreement executed by the city and state provides, among other things, that "City represents to State that it has funds available and at its immediate disposal for said project in the amount of $12,500 which sum shall be paid to State upon demand by State." Mr. Parker acknowledged that the City Council was fully aware of this provision when they authorized execution of the agreement.

As you know, the Highway Commission on March 21, 1950, decided as a matter of policy not to accept assignments of future state tax street fund allocations from cities in lieu of advance deposits towards a city's share of special city allotment project costs. Since that time there have been only one or two exceptions to this policy, and these exceptions were under extenuating circumstances such as in the case of the City of Stanfield. In this instance the final costs, based on contract prices, were considerably over the original estimate of costs. In the case of Sweet Home, the present estimate is $22,500. This is $5,000 less than the original estimate as shown in the agreement and, if a favorable bid is received, would require an advance deposit of approximately $7,500 instead of $12,500 as provided in the agreement.

Other cities, faced with a similar situation, have borrowed money from local banks.

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

By: John F. Hagemann
Field Engineer

Att.
JFH:MM

Salem, Oregon

Mr. F. D. Mayer
City Attorney, City of Sweet Home
45 E. Sherman Street
Lebanon, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 16 re financing of the City of Sweet Home's share of the proposed special city allotment project on K and L Streets. Your letter is being turned over to Mr. W. C. Williams, Assistant State Highway Engineer.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

cc: Mr. W. C. Williams
Mr. Jess M. Parker

NOTED
Harold C. Ayers

RECEIVED
OCT 15 1951
FOR FILING

NOA
9/20/51

CITY OF SWEET HOME
LINN COUNTY, OREGON

August 16, 1951

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

The Council of the City of Sweet Home has asked me to write you concerning their question of financing the city's share of the K Street-8th Avenue-L Street project. I understand the estimated cost of the project is $27,500, of which the state will contribute $15,000 and the city will pay the balance.

The Council is in somewhat of a quandary as to how it may finance its share of the project. It has been suggested that the same procedure be followed as heretofore. That is, that the city assign to the state sufficient of its share of the state road tax for next year to pay its contribution. The only other possible thing to be done would be to assess the property abutting upon the project in advance of the work, and you can imagine what a furor this would create among the citizens. It would also have the disadvantage of requiring the city to sell Bancroft Bonds if the property owners fail to pay sufficient of the assessments in cash. There probably would be considerable delay in floating the bonds and getting them sold.

I would appreciate, therefore, if you would suggest how the city's part of the program might be financed.

Very truly yours,

City Attorney
45 E. Sherman Street
Lebanon, Oregon

FDM:cj
cc: Ben R. Chandler
cc: Jess M. Parker

FORM B-50 25M 8-50 42200

[illegible]

[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16, 1951

SUBJECT: Agreements and Resolutions Required for August 20-21 Letting

To: Mr. W. C. Williams
OFFICE

All agreements, resolutions, and related documents required for the projects up for bid on August 20 and 21 and handled by this office have been obtained.

In connection with the Sweet Home paving project, the city has executed the standard agreement which provides the city will pay all costs over and above $15,000. In accordance with your instructions, an advance deposit has not been obtained. They will be contacted immediately after bids have been received and an advance deposit based on the low bid will be requested. It is suggested the award of the contract be deferred until the city has submitted this deposit.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM

cc: Mr. H. G. Smith

RECEIVED
[illegible] 1951
FOR FILING

Sweet Home

July 6, 1951

Mr. Jess M. Parker
City Manager
Sweet Home, Oregon

Dear Mr. Parker:

Bids are not being called for the city project in Sweet Home at the July 16-17 letting, but we hope to be able to call for such bids at the August letting. We will advise you definitely, well in advance of the specified date of bid opening.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

cc Mr. John W. Cattrall

CITY OF SWEET HOME
LINN COUNTY, OREGON

June 26, 1951

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Assistant Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Williams:

I am writing relative to a proposed project from the $250,000.00 fund to be done in Sweet Home on portions of L Street, K Street and 8th Avenue. This project is scheduled to come before the Oregon State Highway Commission at their July 16 and 17, 1951, meeting.

The City of Sweet Home has some proposed street work planned which will entail some 1,250 tons of asphaltic pavement with base rock etc. It is my thought that should this City work be called for at the same time as the State calls for the above mentioned work that a saving can be had to both agencies, do to the increased amount of work and that the work will be in the same location. This proposed work will be on 7th Avenue which connects with the proposed State work.

Should this meet with your approval I should appreciate being advised when the State will call for bids on this work so that the City of Sweet Home can advertise at the same time and the contractors can look both jobs over at one trip.

I wish to take this time to thank you for past favors and all consideration shown us.

Respectfully yours,
City of Sweet Home
by Jess M. Parker
Jess M. Parker
City Manager

JMP:mh

Aug 3 10

Aug 20-21

[illegible] June 8

4000

3000

6000

NOTED
J. W. CATTRALL

May 15, 1951

Mr. Jess M. Parker
City Manager
Sweet Home, Oregon

Dear Mr. Parker

I am replying to your letter of May 10 in which you request information as to when the special city allotment project in Sweet Home will be contracted.

At present time the field data has not been received in Salem so we can give you nothing definite at this time; however, as soon as we have some definite information regarding the contract date, I will let you know. At present time the earliest possible date will be some time in July.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JWC:MM

NOTED
[illegible] Evers

NOTED
J. W. CATTRALL

CITY OF SWEET HOME
LINN COUNTY, OREGON

May 10, 1951

Mr. John W. Cattrall, Engineer
County and City Relation
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

The City of Sweet Home will be calling for bids to improve several streets in Sweet Home in the very near future.

We believe it would be advisable to call for bids on this work at the same time the Highway Commission will call for bids on the State aid project which agreement was made between the Oregon State Highway Commission and the City of Sweet Home on April 25th of this year.

We would appreciate it very much if you could inform the City when a call for bids on this project will be made.

Very truly yours
City of Sweet Home
by Jess M. Parker
Jess M. Parker
City Manager

mh

RECEIVED
MAY 14 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 8 1951
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Fin. & Accts
Allocations
To Cities
Sweet Home

Salem, Oregon
May 4, 1951

SUBJECT:

To:
Mr. S. H. Probert
Office Engineer

Mr. F. D. Eason
Division Engineer

Attached is an unexecuted copy of an agreement covering the proposed $250,000 city allotment project in the City of Sweet Home.

Distribution of copies of this agreement is as follows:

Secretary, Highway Commission	1
City of Sweet Home	1
County & City Relations	1
Division No. 2	1
Office Engineer	1

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

cc: Mr. L. H. Warfield

NOTED
WARFIELD

RECEIVED
MAY 2 1951
FOR FILING

May 2, 1951

Jess M. Parker, City Recorder
City Hall
Sweet Home, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Sweet Home covering the improvement of "K" Street from Sweet Home-Holley Highway to Eighth Avenue; Eighth Avenue from "K" Street to "L" Street; "L" Street from Eighth Avenue to a point approximately 200' east of the Ames Creek bridge, a total distance of approximately 0.38 mile, in connection with the $250,000 city allotment fund.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

NOTED
J. W. CATTRALL

March 8th, 1951

Mr. Jess M. Parker
City Recorder
Sweet Home, Oregon

Dear Sir:

The State Highway Commission at its February 26 - 27 meeting approved a project in Sweet Home to be constructed from the 1951 $250,000 city allotment fund as provided by Chapter 149, Oregon Laws 1949.

The project was approved on the basis of the city paying all costs of the project in excess of $15,000. This project consists of grading, placing of base rock, drainage and asphaltic concrete pavement on "K" Street from Sweet Home - Holley Highway to 8th Avenue thence on 8th Avenue from "K" Street to "L" Street, thence on "L" Street from 8th Avenue to a point approximately 200 feet east of the Ames Creek Bridge; and is presently estimated to cost $27,500.

You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours
R. H. Baldock
State Highway Engineer

By
J. W. Cattrall
Engineer, City & County
Relations

HCA:blt

February 16, 1951

NOTED
J. W. CATTRALL

Mr. Jess M. Parker
City Manager
Sweet Home, Oregon

Dear Sir:

This is in answer to your letter of February 15 requesting information concerning the $250,000 fund project on "L" and "K" Streets in Sweet Home. Please be informed that the results of the investigations of your and other projects in our 1951 program are now in the hands of the Highway Commission for consideration at its February 26-27 meeting. You will be informed as to the Commission's action on this program as soon as possible after the Commission meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

CITY OF SWEET HOME
LINN COUNTY, OREGON

February 15, 1951

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Cattrall:

I am writing you relative to Resolution No. 31 for 1949, adopted by the Council December 28, 1949, which was sent to your office at that time. This resolution is the Cities application for funds as covered by Sections 2 and 3 of Chapter 49, Oregon Laws 1949, for the improvement and paving of L and K Streets in Sweet Home. In the year 1950, your office informed the City that it would not be eligible to receive these funds but that a favorable recommendation would be made from your office to the highway commission for the year 1951.

We have not recently heard of the progress on this matter and as we are now advancing into spring there will not be much time left for necessary planning and arrangements for this much needed improvement. The Council directed me to write your office for information on this project.

The City is working up an improvement district to improve streets by paving and installing curbs to be ready to let at the same time the above work is undertaken. Mr. Ayers was down and went over these streets with me prior to survey. I have now surveyed the streets and will soon be in possession of quantities. We would be very greatful if some one from your office could go over this proposed street improvement project with us in an advisory capacity on design and estimate.

Respectfully yours
City of Sweet Home
Jess M. Parker
Jess M. Parker
City Manager

RECEIVED
FEB 16 1951
ENGINEER
COUNTY & CITY RELATIONS

SWEET HOME

PRELIMINARY ESTIMATE

8/22/5[illegible]

"K" Street from intersection of Sweet Home-Holly Highway to 8th Avenue, thence to "L" Street; thence on "L" Street to a point approximately 200 feet east of bridge over Ames Creek, a distance of approximately 0.38 mile.

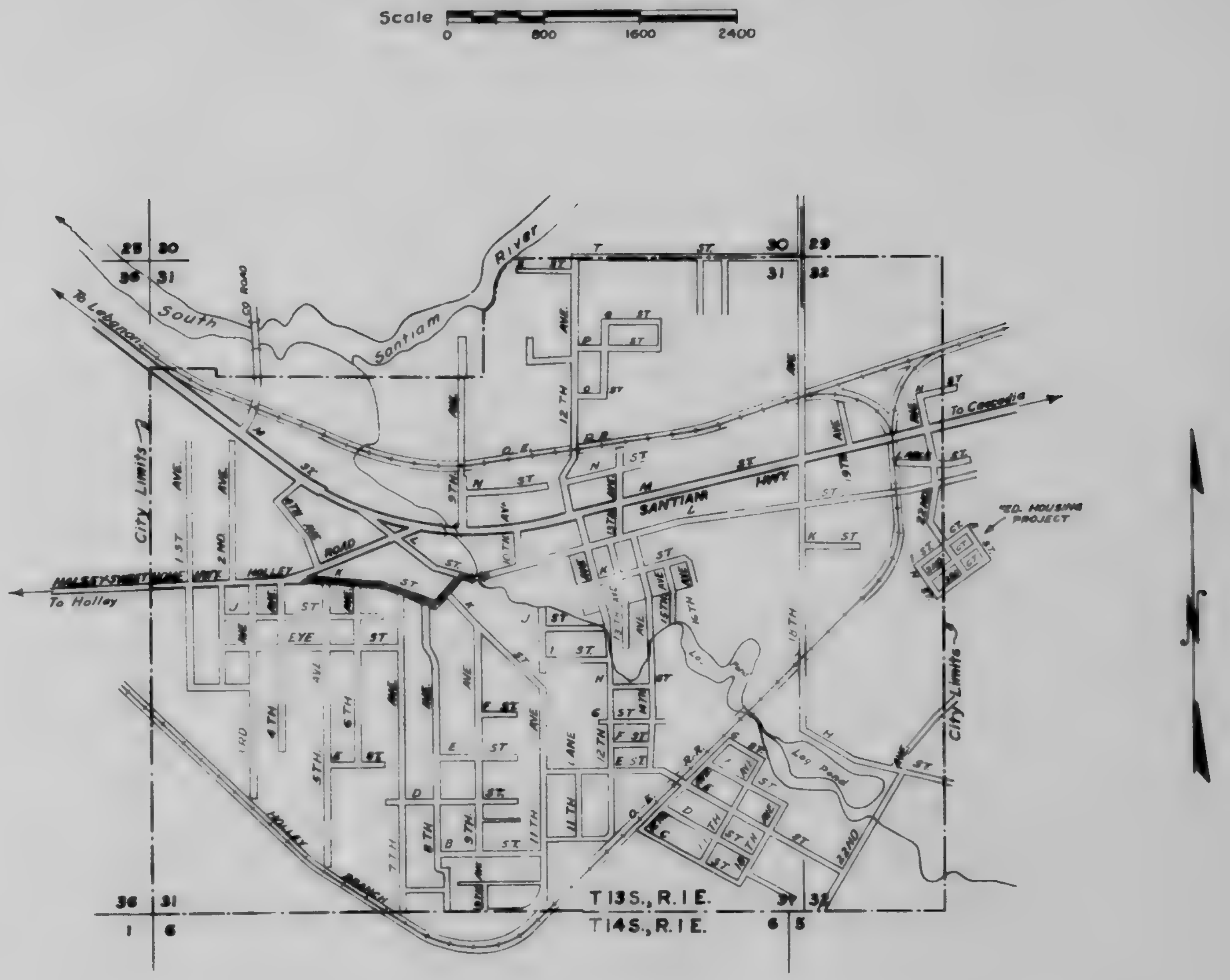
Grade, place base rock and shoulders, construct required drainage and 3" asphaltic concrete pavement 24 feet in width.

Item	Quantity		Unit Price	Total
Excavation, common	750	c.y.	$ 2.00	$ 1,500.00
Excavation, Trench	200	c.y.	4.00	800.00
12" concrete pipe	850	l.f.	2.25	1,912.50
18" concrete pipe	60	l.f.	3.40	204.00
Adjust manholes	6	each	50.00	300.00
Concrete catch basins	4	only	75.00	300.00
Preparation of grade	0.38	mile	1,000.00	380.00
3"-0 in base	2000	c.y.	2.50	5,000.00
3/4"-0 in base & shoulders	1050	c.y.	3.75	4,237.50
Sprinkle	120M	gal.	3.00	360.00
Type "B" asphaltic concrete	1050	tons	8.00	8,400.00
Emulsified asphalt in seal coat	5	tons	50.00	250.00
Aggregate in seal coat	22	c.y.	5.00	110.00

Preliminary Estimate of Construction	$23,754.00
12-1/2% Engineering & Contingencies	2,969.25
Preliminary Engineering	800.00
	$27,523.25

Total Estimate $27,500

SWEET HOME


Scale
0
800
1600
2400
South Santiam River
To Lebanon
To Holley
To Cascadia
HALSEY-SWEET HOME HWY
SANTIAM HWY
City Limits
City Limits
FED. HOUSING PROJECT
HOLLEY BRANCH
O.E. R.R.
Ley Pond
T13S., R.1E.
T14S., R.1E.
25
30
36
31
30
29
31
32
36
31
1
6
31
32
6
5
1ST AVE.
2ND AVE.
12TH AVE
15TH
22ND
EYE ST

7-11-50

50-11

50-11

NOTED
J. W. CATTRALL

May 12, 1950

Mr. Jess M. Parker
City Manager
Sweet Home, Oregon

Dear Sir:

Reference is made to your letter of May 10 and your telephone conversation with Mr. Hagemann of this office on May 12 re application by the City of Sweet Home for a special city allotment project in that city.

It is presently our understanding that the City of Sweet Home wishes its application to be submitted to the Highway Commission for action. This is being done with the understanding that, if the project is approved, the City is financially able and willing to deposit $12,500 as its estimated share of the total cost with the Highway Commission prior to contracting the job. This contracting would be tied in with a state highway widening project presently scheduled for letting the latter part of this year. Any savings between the estimated cost of the city project and the actual cost would accrue to the city and would be refunded when the final costs were available.

If the above points are not substantially correct, please notify this office immediately.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm

[illegible] C. Ayers

CITY OF SWEET HOME
LINN COUNTY, OREGON

May 10, 1950

RECEIVED
MAY 12 1950
ENGINEER
COUNTY & CITY RELATIONS

Mr. John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon

Dear Mr. Cattrall:

I am writing you relative to the application which the City submitted to your office for street improvement. The City made this application in the form of a resolution number 31 for 1949.

Upon going over this matter with your representative, Mr. Harold C. Ayers, I took this to the Council at their regular meeting last night and the Council was very much in accord with the plans with your department to tie this work in with the proposed widening and paving job of the State Highway through Sweet Home which should make a considerable savings on the unit cost.

Your preliminary estimate for this improvement was $27,500.00. The Council would like to have you go ahead on the same basis as this amount would indicate but they would like to assume any savings in unit costs by extending the improvement east on L Street from its present east limitation.

The Council wished me to inform you that the City is very pleased with the cooperation which we have received from your department and the advice which we have received from you and your representative has proven of value.

To clarify my previous statements, if the work of paving the main street is not done until next summer it would seem that a considerable savings could be made by withholding the Cities application until that time and for the same amount of money extend the improvement.

Respectfully yours,

City of Sweet Home

By Jess M. Parker
Jess M. Parker
City Manager

Harold C. Ayers

CITY OF SWEET HOME
LINN COUNTY, OREGON

NOTED
J. F. HAGEMANN

May 1, 1950

Mr. John W. Cattrall
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon

Dear Mr. Cattrall:

On December 28, 1949 I wrote you a letter and enclosed Resolution No. 31 for 1949, " A resolution requesting the improvement of a street in Sweet Home under the $250,000 fund". We have heard no more in regard to this resolution and do not know what procedure has been taken on it. We would appreciate it very much if you would inform us as to the status of our request.

One of the main reasons that we would like to know about this project, has to do with our street budget. There will be extra money needed to pave the street than that which we will get from the State so that this must be taken into consideration on our 1950-51 budget. There are a great many people interested in this project and are asking me constantly for information on it.

I wish to thank you gentlemen for the cooperation and aid which you have given us in the past and I hope that we can keep our associations on the same pleasant basis.

Respectfully yours,

City of Sweet Home

By
Jess M. Parker
City Manager

RECEIVED
MAY 3 1950
ENGINEER
COUNTY & CITY RELATIONS

Note: Called Parker & requested letter to the effect city would contribute all costs over $15,000. Presently est. total cost $27,500. He will get letter in by 10 May. Suggested thickness of A.C.C. be reduced to 2". Told him details could be worked out at later date. JFH. 5/4/50

Form cc-50
Special City Allotment

10-27-49

RESOLUTION NO. 31 for 1949

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon, and has a population of 2,142, as given by the latest official census, and

WHEREAS, the following streets of said city, Beginning approximately 200' East of the Ames Creek bridge on "L" street and running thence Westerly on "L" street, 8th Avenue and "K" street to the intersection of "K" street and Holley Road

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

"L" st. from app. 200' East of Ames Creek bridge to 8th Ave
8th Ave. from "L" st. to "K" st.
"K" st. from 8th Ave. to Holley Road
AND THE COUNCIL does also resolve that Resolution No. 16 for 1949 be hereby repealed

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Sweet Home does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate Mayor E.R. Cardwell as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 27th day of December, 1949.

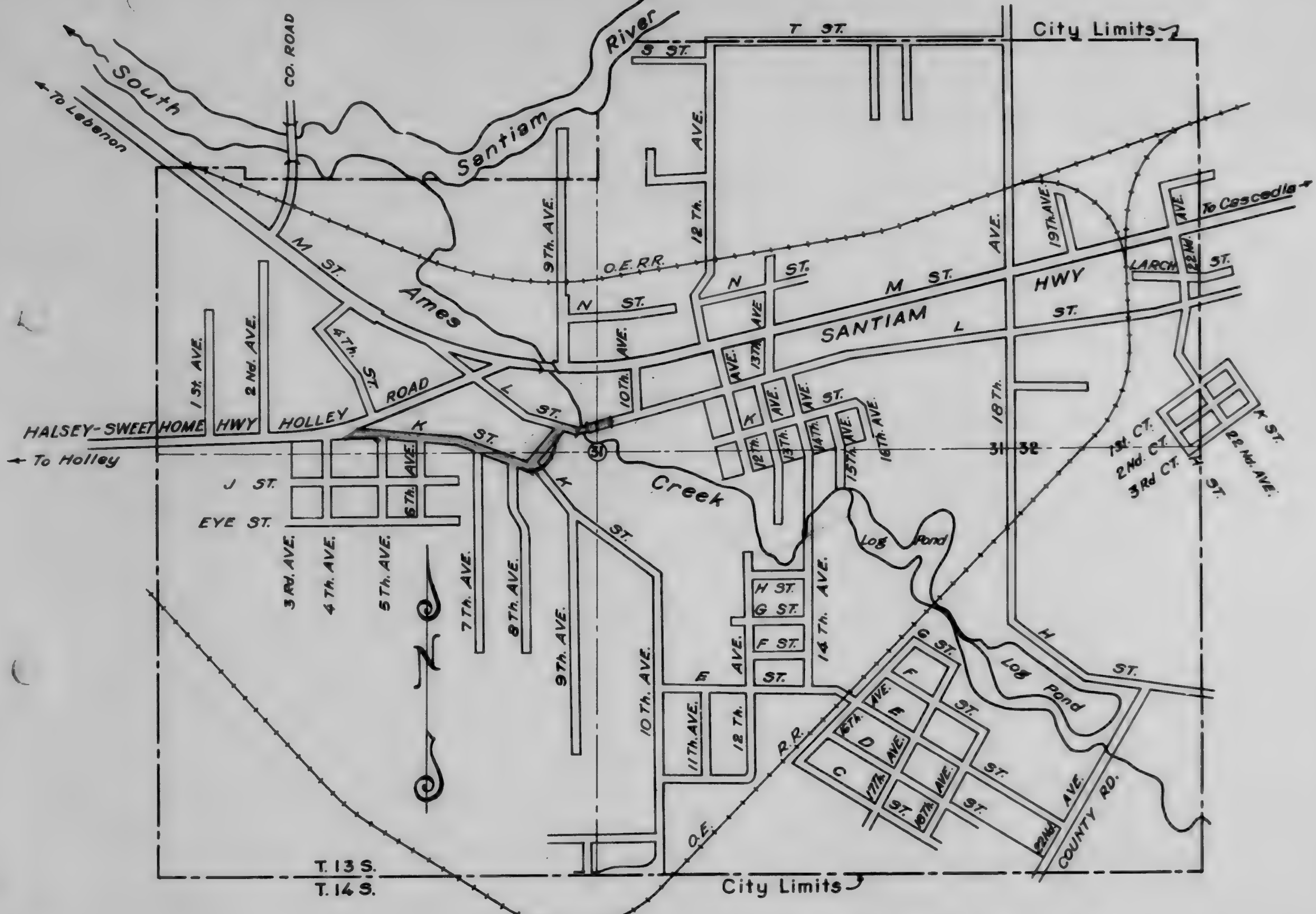
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sweet Home at a regular or special meeting of said council, held on the 27th day of December, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 28 day of December, 1949.

Jess M. Parker
City Recorder


To Lebanon
South Santiam River
CO. ROAD
T ST.
S ST.
City Limits
M ST.
Ames
O.E.R.R.
9th. AVE.
12 Th. AVE.
N ST.
M ST.
HWY
SANTIAM
L ST.
18th. AVE.
19th. AVE.
LARCH
22Nd. AVE.
To Cascadia
1 St. AVE.
2 Nd. AVE.
4Th. ST.
ROAD
HOLLEY
HALSEY-SWEET HOME HWY
To Holley
L ST.
K ST.
10th. AVE.
13th. AVE.
12th. AVE.
13th. AVE.
14th. AVE.
15th. AVE.
16th. AVE.
31
31 32
1st. CT.
2Nd. CT.
3Rd CT.
K ST.
22 Nd. AVE.
J ST.
EYE ST.
6th. AVE.
3Rd. AVE.
4 Th. AVE.
5 Th. AVE.
7 Th. AVE.
8Th. AVE.
9Th. AVE.
Creek
Log Pond
H ST.
G ST.
F ST.
E ST.
14 Th. AVE.
10 Th. AVE.
11Th. AVE.
12 Th. AVE.
H ST.
Log Pond
G ST.
F ST.
E ST.
D ST.
C ST.
16Th. AVE.
17Th. AVE.
18Th. AVE.
22Nd. AVE.
COUNTY RD.
O.E. R.R.
T. 13 S.
T. 14 S.
City Limits

SWEET HOME

Scale 1"=800'

RESOLUTION No.16 for 1949

5-24-49

WHEREAS, Section 2 of Chapter 425, Oregon Laws 1947, provides:

> "Beginning with the year 1947 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, Chapter 413, Oregon Laws 1945; section 115-528, O.C.L.A., in the event it becomes law; section 29 of house bill No. 175 of the forty-fourth legislative assembly, and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act; but in no event shall payment under this act be made to cities for any year unless more than $11,000,000 is credited to such fund, and allocations hereunder shall be made to cities only from any excess over $11,000,000 credited to such fund in any year",

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of $250,000 shall be withdrawn from such appropriation and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said $250,000 shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities",

and

WHEREAS, the City of Sweet Home is an incorporated city of the State of Oregon, and has a population of 2,142, as given by the latest official census, and

WHEREAS, the following streets of said city, "L" Street from Holley Road to East City Limits.

____

____

____

____,

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: __________

"L"Sbeet ______________________________________

____

____

____

____

____,

are in need of repair, reconditioning and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair and other improvement out of funds allocated and made available by and through

the said $250,000 appropriation of state highway revenues.

4. That the City of Sweet Home does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation.

Passed and approved this 24th day of May, 1949

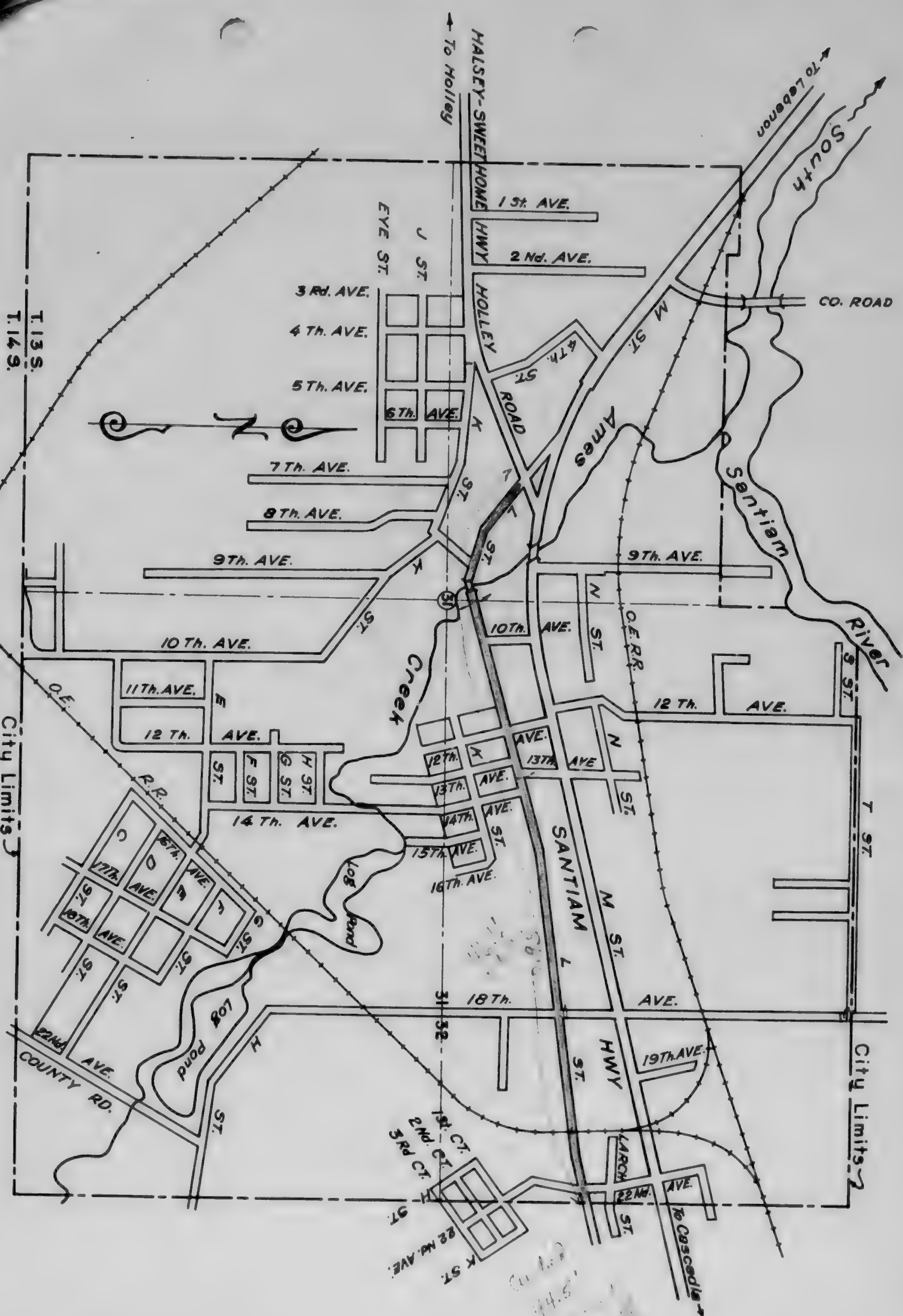
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Sweet Home at a regular or special meeting of said council, held on the 24th day of May, 1949, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26th day of May, 1949.

Jess M. Parker
City Recorder


To Holley
HALSEY-SWEET HOME HWY
To Lebanon
South Santiam River
1 St. AVE.
2 Nd. AVE.
3 Rd. AVE.
4 Th. AVE.
5 Th. AVE.
6 Th. AVE.
7 Th. AVE.
8 Th. AVE.
9 Th. AVE.
10 Th. AVE.
11 Th. AVE.
12 Th. AVE.
13 Th. AVE.
14 Th. AVE.
15 Th. AVE.
16 Th. AVE.
17 Th. AVE.
18 Th. AVE.
19 Th. AVE.
22 Nd. AVE.
J ST.
EYE ST.
K ST.
L ST.
M ST.
N ST.
S ST.
T ST.
E ST.
F ST.
G ST.
H ST.
C ST.
D ST.
HOLLEY ROAD
4 Th. ST.
Ames
CO. ROAD
O.E. RR.
O.E. R.R.
Creek
Log Pond
SANTIAM HWY
T.13 S.
T.14 S.
City Limits
COUNTY RD.
1st. CT.
2 Nd. CT.
3 Rd. CT.
LARCH ST.
To Cascadia
31
32
44.5'

SWEET HOME

Scale 1"-800'

CITY OF SWEET HOME
LINN COUNTY, OREGON

May 20,1949

RECEIVED
MAY 23 1949
ENGINEER
COUNTY & CITY RELATIONS

Mr.John W.Cattrall,Engineer
County and City Relations
Oregon State Highway Commission
Salem,Oregon

Dear Mr.Cattrall:

The Council of the City of Sweet Home,Oregon,has directed me to write your office relative to the improvement of "L" Street of this City pursuant to the provisions of chapter 425,Oregon Laws 1947,which provides funds for assistance on City Streets being subjected to unusual traffic.

This Street,as you will note upon examining a map of this City,is in fact a secondary highway through the City of Sweet Home concuring with Oregon State Highways No.20 and No.228 in moving the tremendous amount of industrial and vehicular traffic through the City of Sweet Home.

Because of the great amount of industrial and vehicular traffic on this street and because of the fact that this traffic was not anticipated is has been an impossibility and a traffic drain on the City to endeavor to maintain this street. The Highschool and the Grade school,both consolidated schools and serving a considerable rural area, are located on this street and so add a great deal of bus and vehicular traffic to the street.

This improvement is necessary because of the great amount of industrial traffic, the unusual amount of vehicular traffic and by the fact that the street is,in fact, a secondary highway.

Please give the City any co-operation possible in securing this much needed improvement.

If more formal forms of application are necessary please inform this office and they will be made.

Respectfully Yours
City of Sweet Home

Jess M. Parker
Jess M.Parker
City Manager

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

JMP:FM
enc

UI-323(1) Fairview -Sundial Section of 1951
T. H. Banfield Expressway near
#3582 Fairview.

RECEIVED
FOR FILING

STATE OF OREGON

Salem, Oregon May 20, 1954

To Union Pacific Railroad Company
Omaha 2, Nebraska ,Dr.

Project Fairview-Sundial Section

Highway Comm. Agreement No. 380

Sub-Division No.

Ry. Company's Agreement No. Audit 76565

Estimate No. 2 - Final

Period Covered December 1951-June 1953

Prefix & Acct. No. 26-1010

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 598260	3,226.50	3,226.50	-0-

Note: Purpose of this estimate is to release retained percentage held on previous estimates.

	Total Amount To Date	Previous Amount	Present Amount
Totals	3,226.50	3,226.50	-0-
Retained 0 %	-0-	322.65	322.65
Total Payments	3,226.50	2,903.85	322.65

Pay This Estimate $ 322.65

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

UNION PACIFIC RAILROAD COMPANY
ACCOUNTING DEPARTMENT

FORM 280

R. M. SUTTON, GENERAL AUDITOR
E. M. KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
~~L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS~~
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

T. J. CUMMINS, AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

FOR FILING

351

PLEASE RETURN TO
W. C. WILLIAMS

February 26, 1954

G 13-0

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Dept.,
Salem, Oregon.

Dear Sir:

This refers to your letter of February 4, 1954 concerning unsettled bills with the State of Oregon.

Our Bill No. 598260 for the Fairview-Sundial Section, U.P. Audit 76565, S/RR 380, represents total charges for work on this section of roadway.

Yours truly,

L. V. PEART

Previous Voucher No. ....

Bridge Office Engineer

Salem, Oregon January 27, 1954

STATE OF OREGON

To Union Pacific Railroad Co.
Omaha 2, Nebraska
, Dr.

Project Fairview-Sundial

Highway Comm. Agreement No. 380

Sub-Division No.

Ry. Company's Agreement No. Audit 76565

Estimate No. 1

Period Covered December 1951-June 1953

Prefix & Acct. No. 26-1010

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 598260	3,226.50	-0-	3,226.50
Totals	3,226.50	-0-	3,226.50
Retained 10 %	322.65	-0-	322.65
Total Payments	2,903.85	-0-	2,903.85

[illegible] Engr. O.K.'d
[illegible] and O/O [illegible]

Pay This Estimate $ 2,903.85

Computed by
Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

3-53-100M

Form 130A

[illegible]

BILL NO. 598260

MONTH'S ACCOUNT

DEPT. NO.

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

[illegible]

OK 1-19, 1954
D. J. Barbee
D. J. BARBEE, RES. ENGR.
APPROVED
Assistant DIVISION ENGINEER

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of Engineering, Inspection, watchmen and flagmen and cost to change telegraph line between Troutdale and Fairview, Oregon in accordance with Agreement Audit No. 76565, dated Sept. 12, 1951, our Work Order S-3445 OW. Billed in Accordance with GAM 299.

Payroll 701- Engineer - Inspector.

Month	Hours	Rate	Amount	Vo. No.	Amount	
Dec. 1951	7	442.01 (20)	19.34	134140	4.62	
Jan. 1952	91	442.01 (22)	228.54	158589	52.76	
Feb. 1952	103	445.00 (20)	286.47	156942	59.65	
Mar. 1952	112	445.00 (21)	296.67	185797	62.15	
Apr. 1952	113	445.00 (22)	285.71	179206	71.02	
May 1952	96	445.00 (21)	254.29	200757	65.41	
June 1952	86	445.00 (21)	227.80	200816	64.78	
July 1952	63	445.00 (22)	159.29	223431	50.43	
Aug. 1952	44	445.00 (20)	122.38	214055	47.26	
Sept. 1952	39	445.00 (21)	103.30	247045	48.80	
Oct. 1952	30	445.00 (23)	72.55	240196	31.84	
Nov. 1952	10	445.00 (19)	29.28	268305	9.02	
Dec. 1952	6	445.00 (23)	14.51	263408	3.50	
Jan. 1953	8	459.00 (20)	22.95	289373	5.32	
Feb. 1953	6	459.00 (19)	18.12	284464	4.61	
Mar. 1953	5	459.00 (22)	13.04	309445	2.38	
Apr. 1953	2	459.00 (22)	5.22	305110	1.40	
June 1953	10	459.00 (22)	26.08	[illegible]	4.41	
			2185.54		589.36	589.36

Protect Signal lines Account blasting
Payroll 712 Signal Dept. Signal Maintainer

Feb. 1952	8	2.045 hr.	16.36	
Apr. 1952	7	2.035 "	14.25	
July 1952	4	2.055 "	8.22	
Aug. 1952	12	2.055 "	24.66	
Aug. 1952	12	1.743 "	20.92	
May 1952	4	1.963 "	7.85	
" "	10	2.035 "	20.35	
June 1953	3	2.075 "	6.23	118.84

Total Labor

Engineer Inspector	2185.54	
Signal Dept.	118.84	
3% Vacation Allowance on 2304.35	69.13	
6% RRRetirement & Unemp. on 2373.51	142.41	2515.92

Insurance:

3% Workmens Compensation on 2373.51	71.21	
1% Public Liability & Property Damage 2373.51	23.74	94.95

2(1)

OREGON STATE HIGHWAY DEPARTMENT

(date)

March 3, 1954

(CONTRACT NO.) 35[illegible]	(EST. NO.)	(CONTRACTOR)
3582	22-final	K. F. Jacobsen & Co. and J. M. Arens

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3385	R-88259	$ 8,045.10	3/1/54

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1952

Time Extensions: to July 31, 1953 without penalty

Completion Date: July 31, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-3-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAR 3 1954

3-3-54

RECEIVED
JAN 19 1954
FOR FILING

111-[illegible]

January 18, 1954

Glens Falls Indemnity Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Great American Indemnity.
Wells-[illegible] Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3582 for work performed on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County was completed by the contractors, E. F. Jacobsen & Co., Inc. and J. M. Arens, on July 31 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $8,065.10 will be released to the contractors on or after January 28, 1954. The total contract amount is $394,201.69, of which amount $901.45 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.

POSTED ON CARD

RECEIVED
FOR FILING

117 323(1)

3872

4785

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 N. Larrabee Avenue
Portland 12, Oregon

JANUARY 12, 1954

File: D 9016-32-14

Mr. R. H. Baldock, State Hwy. Engr.
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Atten: Mr. W. C. Williams, Ass't. State Hwy. Engr.

Dear Sir:

FAIRVIEW-SUNDIAL ROAD SECTION,
BANFIELD EXPRESSWAY

Attached in quadruplicate is Railroad Bill No. 598260 dated December 17, 1953 in the amount of $3,226.50, covering expenses incurred by the Railroad on the above-capitoned project. Please review the bill and, if satisfactory, place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

NOTED
W. C. WILLIAMS

encs.

RECEIVED
JAN 15 1954
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JAN 14 1954
Office of
STATE HIGHWAY ENGINEER

ASSIGNMEN

Date: January 14, 1954

No. 4785 By [illegible]

Description: Letter from E.F.Kidder, Div. Engr., U. P. R. R. Co., 2525 N. Larrabee Ave., Portland 12, Ore., 1-12-54, attaching R.R. Bill No. 598260 in quadruplicate, for $3226.50, for Fairview-Sundial Road Section, Banfield Expressway, 12-17-53, their file D 9016-32-14.

Acknowledged by_____ Referred to C.A.Gardner

XXX Investigate and report with recommendation
— Such action as necessary and report
— Comment or recommendation
— Return with rough draft of reply
— Prepare reply for signature of Mr.________
— Contact correspondent and report

PLEASE RETURN TO
W. G. WILLIAMS

Remarks:

Bill being processed for payment
Gardner

NOTED
W. C. WILLIAMS

Executed__________ Report Received__________

RECEIVED
DEC 7 - 53
FOR FILING

[illegible]

December 4, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K. F. Jacobsen & Co.,Inc. & J. M. Arens on contract No. 3582, for structures, grading and paving on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County.

This payment, in the amount of $5,455.52, will be released to the contractor on or after December 14, 1953. The retained percentage is $11,942.99.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency,Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
12-4-53

RECEIVED
FOR FILING

October 14, 1953

K. F. Jacobsen & Co., Inc. &
J. M. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 24, 1953, had under discussion your request for an extension of time from July 1 to July 31, 1953 within which to complete your contract No. 3582, covering the Fairview-Sundial section of the T. H. Banfield Expressway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

W. E. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: A. G. Skelton,
Division Engineer

D. J. Barbee,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
SEP 22 1953
FOR FILING

[illegible]

2 [illegible]

September 22, 1953

Oregon State Highway Commission

Request for extension of time
No. 12
September 24 and 25 Meeting

Gentlemen:

Herewith request from the Earl F. Jacobsen & Co., Inc. and J. M. Arens for an extension of time on the Fairview-Sundial Section, Contract No. 3582, from July 1, 1953 to July 31, 1953.

The specified topsoil on this project was stockpiled and the especially wet spring made the material so wet it was impractical to spread it until after the material had dried out. All major work had been completed and the highway opened to traffic prior to July 1.

Since the overrun caused no inconvenience or additional expense, I would recommend that the extension be granted without penalty. Mr. C. O. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
SEP 17 1953
FOR FILING

UI-323(1)

3582

September 16th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Fairview-Sundial Contract #3582, Oregon UI-323(1), from July 1st, 1953, to July 31st, 1953, to ~~the~~ Karl F. Jacobsen Co., Inc. and J. M. Arens, contractors.

The specified topsoil on this project was stockpiled, and the especially rainy spring made the material so wet that it was impractical to attempt to spread it until it had dried out. All major work had been done, and the highway was opened to traffic prior to July 1st.

Since the overrun was of no inconvenience to the traveling public and did not cause additional expense to the State, I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith

RECEIVED
AUG 25 1953
FOR FILING

[illegible]

August 25, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to E. F. Jacobsen & Co., Inc. & J. M. Arens a portion of the funds heretofore retained by the Commission on contract No. 3582, covering structures, grading and paving on the Fairview-Sundial Section of the T. H. Banfield Expressway, Multnomah County.

This payment, in the amount of $6,070.86, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,774.27. The present payment will be released to the contractor on or after September 4, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
603 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
8-25-53

RECEIVED
AUG [illegible] 1953
FOR FILING

UI-323(1)

3582

August 5, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1953 on Contract No. 3582, Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County, in connection with Federal Aid Project No. UI-323 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

Form E-1—10M—11-51

111-[illegible].3(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 1, 19 53

Section Fairview - Sundial

Kind of work Structure, grading and paving

Highway T. H. Banfield Expressway

Section prefix 26-1010

Contractor K.F.Jacobsen & J.M.Arenz

Contract number 3582

Date of contract 9-7-51, 19

Date of completion 11-30-52, 19

Date work started 9-10-51, 19

Estimated date of completion 7-31-53, 19

Amount of contract $ 405,063.64

Per cent of time elapsed 154.34 %

Estimated cost of completed project, exclusive of engineering $ 394,752.84

Per cent of contract completed, based on total contract price 97.15 %

Engineering cost to date $ 43,698.72, 160.14 %

Date project was completed July 31, 19 53

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Installed guard rail at Columbia River tournaround and painting Same. Mastic in island is yet to be trimmed.

Project should be ready for acceptance Monday morning.

NOTED
FORREST COOPER

RECEIVED
AUG [illegible]
OFFICE OF
CONSTRUCTION ENGINEER

CC: J.T.Skelton

Signed D. J. Barbee D.J.Barbee, Res. Engr.

Address P.O.Box 4699, Portland, 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.40	1.40			1.40
Miles partially completed	1.40	1.40			1.40
Miles completed	1.40	1.40			1.40
Total estimated quantities	142,000	47,000			10,400
Estimated quantities moved or placed to date	142,000	47,000			10,400
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Overcast		
Thursday	Overcast		
Friday	Fair		
Saturday			

State Printing 63383

RECEIVED
FOR FILING

April 15, 1953

E. F. Jacobsen & Co., Inc. &
J. M. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 8, 1953, had under discussion your request for an extension of time from November 30, 1952 to July 1, 1953, within which to complete your contract No. 3582 for structures, grading and paving on the Fairview-Sundial Section of the T.H. Banfield Expressway in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: A. C. Skelton,
Division Engineer

D. J. Barbee,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD
4 15

RECEIVED
FEB 1953
FOR FILING

February 24, 1953

Request for extension of time
No. 1
April 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from K. F. Jacobsen & Co., Inc. and J. H. Arena for an extension of time on Contract No. 3582, Fairview-Sundial Section of the T. H. Banfield Expressway, from November 30, 1952 to July 1, 1953.

The original plans for this contract called for base rock to be obtained from roadbed excavation. However, when the job was opened up the rock was not available and it was necessary to obtain it from an outside source requiring additional haul and additional labor. In addition to this, the contractor was requested to close down his paving operations because of weather conditions and, therefore, will not be able to complete until next spring.

These causes were not the fault of the contractor, and I, therefore, recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS: fp

RECEIVED
FOR FILING

February 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
4[illegible] State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3582, Fairview-Sundail Section of the T. H. Banfield Expressway, Ore. UI-323 (1), from November 30, 1952 to July 1, 1953, to K. F. Jacobsen & Co., Inc., and J. M. Arenz, contractors.

The original plans for this project called for the base rock to be obtained from roadbed excavation. However, when the job was opened up the rock was not available, and it was necessary to obtain it from an outside source requiring additional haul and additional labor.

Also, due to weather conditions, the contractor was requested to close down his paving until better weather prevailed in the spring.

These causes were not the fault of the contractor, and I would therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

RECEIVED
DEC 29 1952
FOR FILING

December 26, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, Calif.

NOTED
R. B. GLAISYER

Gentlemen:

This is to advise the State Highway Commission will release to K.F. Jacobsen & Co., Inc. & J. M. Arens a portion of the funds heretofore retained by the Commission on contract No. 3582, covering the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County.

This payment, in the amount of $10,582.89, reduces the retained percentage to $15,000.00 lump sum. The present payment will be released to the contractor on or after January 5, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Co.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

12-26-52

RECEIVED
FOR FILING
FORM E-30 25M 3-51 47190

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1952

SUBJECT: Assignment No. 3302

To: Mr. W. C. Williams
OFFICE

Enclosed is a suggested letter to the Legal Department requesting revision of the abandonment agreement prepared in connection with the Fairview-Sundial Section of the T. H. Banfield Expressway.

The agreement as revised would transfer the short connecting road between the County Farm Road and the present Crown Point Highway to Multnomah County at the same time the sections of the present Crown Point and Columbia River Highway are transferred.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

NOTED
W. C. WILLIAMS

JFH:MM
Encl.

3582

Form PR 2 (Revised 1946)

State Oregon

Project No. UI-323(1)

Federal Aid Urban

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of July, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of May, 1951, a program, which was approved on the 25th day of May, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of July, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred fifty-three thousand and 00/100 dollars ($253,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 670+37.6 in the NE 1/4, Section 28, T-1-N, R-3-E, W.M., and survey station 445+50 in the NW 1/4, Section 26, T-1-N, R-3-E, W.M., without exception

, ~~length~~ Urban 1.350 miles, in Multnomah County, being Oregon Federal Aid / project No. UI-323(1), consisting of 1.331 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.019 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "~~Secondary~~ Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of two hundred fifty-three thousand and 00/100 dollars ($253,000.00), which does not exceed the authorized Federal pro rata share of four hundred nine thousand one hundred sixty-nine and 53/100 dollars ($409,169.53), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

Assistant STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch

Division Engineer,
Public Roads Administration.

Oregon State Highway Department

Federal Aid Urban
Project No. UI-323 (1)

FAIRVIEW-SUNDIAL ROAD SECTION OF THE
T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 22, 1952

Type Code 6201
Roadway (Sta. 670+37.59 to 739+81.11 = 443+65.21 to 445+50)
(Contract No. 3502)

All Required		Clearing and Grubbing (95%)		$ 17,100.00
830	cu. yds.	Structural Excavation, Unclassified	$ 4.00	3,320.00
1,400	cu. yds.	Trench Excavation, Unclassified	3.50	4,900.00
144,800	cu. yds.	General Excavation, Unclassified	.72	104,256.00
379,000	yd. sta.	Short Overhaul	.02	7,580.00
1,900	M-yd. sta.	Long Overhaul	.40	760.00
2,200	cu. yds.	Excavating and Placing Topsoil	2.00	4,400.00
470	yd. mi.	Truck Haul on Topsoil	.25	117.50
1.33	miles	Finishing Roadbed and Slopes	2,200.00	2,926.00
6,700	lin. ft.	Rounding Cutbanks	.25	1,675.00
100	lin. ft.	12-inch Concrete Pipe	2.00	200.00
2,060	lin. ft.	18-inch Concrete Pipe	3.50	7,210.00
150	lin. ft.	24-inch Concrete Pipe	5.00	750.00
170	lin. ft.	42-inch Concrete Pipe	15.00	2,550.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	270.00
80	lin. ft.	8-inch Perforated Concrete Drain Pipe	1.20	96.00
40	cu. yds.	3/8" - 0 Backfill in Drains	5.00	200.00
1	only	Type "B" Manhole	250.00	250.00
21	only	Concrete Catch Basins	75.00	1,575.00
160	cu. yds.	Class "A" Concrete in Box Culvert	50.00	8,000.00
26,000	lbs.	Metal Reinforcement	.11	2,860.00
110	cu. yds.	Concrete Curbs and Gutters	42.00	4,620.00
150	cu. yds.	Concrete Islands	40.00	6,000.00
60	only	3/4" - 13" Dowel Bars	.40	24.00
70	only	Concrete Sight Posts	11.00	770.00
450	lin. ft.	Metal Guard Rail	3.50	1,575.00
60	lin. ft.	3/4-inch Electrical Conduit	1.00	60.00
5,680	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	19,880.00
150	M-gals.	Sprinkling	3.00	450.00
1.33	miles	Preparation of Base	250.00	332.50
470	cu. yds.	3/4" - 0 Material in Binder Course	4.50	2,115.00
78	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	40.00	3,120.00

10,050	tons	Class "B" Asphaltic Concrete	$ 6.00	$ 60,300.00
46	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	1,932.00
266	cu. yds.	Aggregate in Seal Coat	5.00	1,330.00
150	lin. ft.	Asphaltic Concrete Traffic Markers	2.00	300.00
4	acres	Preparing Soil and Seeding	250.00	1,000.00
114	lbs.	Grass Seed, Alta Fescue	.75	85.50
78	lbs.	Grass Seed, Creeping Red Fescue	1.00	78.00
64	lbs.	Grass Seed, Highland Bent	1.30	83.20
35	cwt.	Inorganic Fertilizer	5.00	175.00
5,500	sq. yds.	Stabilized Turf Shoulders	1.25	6,875.00
				$282,100.70

Type Code X221
McGill Overcrossing (Sta. 663+30 to 665+80 - C8 Line)
(Contract No. 3539)

300	cu. yds.	Structural Excavation	$ 5.00	$ 1,500.00
20	cu. yds.	Structural Excavation below Elevation Shown	10.00	200.00
525	cu. yds.	Class "A" Concrete	51.00	26,775.00
128,000	lbs.	Metal Reinforcement	0.1072	13,721.60
				$ 42,196.60
			Subtotal	$324,297.30
			10% Engr. & Cont.	32,429.73
			Total	$356,727.03

Type Code X221
Fairview Ave. Overcrossing (Sta. 678+94.88 to 679+94.88)
(Contract No. 3582)

970	cu. yds.	Excavation for Structure	$ 7.00	$ 6,790.00
10	cu. yds.	Excavation below Elevation Shown	12.00	120.00
500	cu. yds.	Class "A" Concrete	55.00	27,500.00
90,000	lbs.	Metal Reinforcement	0.11	9,900.00
214	lin. ft.	Metal Rail	12.50	2,675.00
210	lin. ft.	6-inch Sewer Pipe	1.00	210.00
80	tons	Class "B" Asphaltic Concrete	6.00	480.00
			Subtotal	$ 47,675.00
			10% Engr. & Cont.	4,767.50
			Total	$ 52,442.50

Length of Roadway	1.331 miles
Length of Fairview Ave. Overcrossing	.019 mile
Total Length	1.350 miles
Cost per Mile, Roadway	$268,014.29

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$356,727.03	$220,573.00	$136,154.03
Structure	52,442.50	32,427.00	19,015.50
	$409,169.53	$253,000.00	$156,169.53

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maintenance: Chap. 529, laws 1939.

September 13, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate, six bid proposals and one set of full size plans for the McGill Overcrossing, Project No. UI-323 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

Oregon State Highway Department

Federal Aid Urban
Project No. UI-323 (1)

FAIRVIEW-SUNDIAL ROAD SECTION OF THE

T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 13, 1951

Type Code 6201
Roadway (Sta. 670+37.59 to 739+81.11 = 443+65.21 to 445+50)
(Contract No. 3582)

All Required		Clearing and Grubbing (95%)		$ 17,100.00
830	cu. yds.	Structural Excavation, Unclassified	$ 4.00	3,320.00
1,400	cu. yds.	Trench Excavation, Unclassified	3.50	4,900.00
144,800	cu. yds.	General Excavation, Unclassified	0.72	104,256.00
379,000	yd. stas.	Short Overhaul	0.02	7,580.00
1,900	C-yd. stas.	Long Overhaul	0.40	760.00
2,200	cu. yds.	Excavating and Placing Topsoil	2.00	4,400.00
470	yd. mi.	Truck Haul on Topsoil	0.25	117.50
1.33	miles	Finishing Roadbed and Slopes	2,200.00	2,926.00
6,700	lin. ft.	Rounding Cutbanks	0.25	1,675.00
100	lin. ft.	12-inch Concrete Pipe	2.00	200.00
2,060	lin. ft.	18-inch Concrete Pipe	3.50	7,210.00
150	lin. ft.	24-inch Concrete Pipe	5.00	750.00
170	lin. ft.	42-inch Concrete Pipe	15.00	2,550.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	3.00	270.00
80	lin. ft.	8-inch Perforated Concrete Drain Pipe	1.20	96.00
40	cu. yds.	3/8" - 0 Backfill in Drains	5.00	200.00
1	only	Type "B" Manholes	250.00	250.00
21	only	Concrete Catch Basins	75.00	1,575.00
160	cu. yds.	Class "A" Concrete in Box Culvert	50.00	8,000.00
26,000	lbs.	Metal Reinforcement	0.11	2,860.00
110	cu. yds.	Concrete Curbs and Gutters	42.00	4,620.00
150	cu. yds.	Concrete Islands	40.00	6,000.00
60	only	3/4" x 18" Dowel Bars	0.40	24.00
70	only	Concrete Sight Posts	11.00	770.00
450	lin. ft.	Metal Guard Rail	3.50	1,575.00
60	lin. ft.	3/4" Electrical Conduit	1.00	60.00
5,680	cu. yds.	3/4" - 0 Material in Base and Shoulders	3.50	19,880.00
150	M-gal.	Sprinkling	3.00	450.00
1.33	miles	Preparation of Base	250.00	332.50
470	cu. yds.	3/4" - 0 Material in Binder Course	4.50	2,115.00

78	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	$ 40.00	$ 3,120.00
10,050	tons	Class "B" Asphaltic Concrete	6.00	60,300.00
46	tons	RS-1 Emulsified Asphalt in Seal Coat	42.00	1,932.00
266	cu. yds.	Aggregate in Seal Coat	5.00	1,330.00
150	lin. ft.	Asphaltic Concrete Traffic Markers	2.00	300.00
4	acres	Preparing Soil and Seeding	250.00	1,000.00
114	lbs.	Grass Seed, Alta Fescue	0.75	85.50
78	lbs.	Grass Seed, Creeping Red Fescue	1.00	78.00
64	lbs.	Grass Seed, Highland Bent	1.30	83.20
35	cwt.	Inorganic Fertilizer	5.00	175.00
5,550	sq. yds.	Stabilized Turf Shoulders	1.25	6,875.00
				$282,100.70

Type Code X221
McGill Overcrossing (Sta. 663+30 to 665+80 - OS Line)

300	cu. yds.	Structural Excavation	$10.00	$ 3,000.00
20	cu. yds.	Structural Excavation Below Elevation Shown	14.00	280.00
525	cu. yds.	Class "A" Concrete	60.00	31,500.00
128,000	lbs.	Metal Reinforcement	0.12	15,360.00
				$ 50,140.00
			Subtotal	$332,240.70
			10% Engr. & Cont.	33,224.07
			Total	$365,464.77

Type Code X221
Fairview Avenue Overcrossing (Sta. 678+94.88 to 679+94.88)

970	cu. yds.	Excavation for Structure	$ 7.00	$ 6,790.00
10	cu. yds.	Excavation Below Elevation Shown	12.00	120.00
500	cu. yds.	Class "A" Concrete	55.00	27,500.00
90,000	lbs.	Metal Reinforcement	0.11	9,900.00
214	lin. ft.	Metal Rail	12.50	2,675.00
210	lin. ft.	6-inch Sewer Pipe	1.00	210.00
80	tons	Class "B" Asphaltic Concrete	6.00	480.00
			Subtotal	$ 47,675.00
			10% Engr. & Cont.	4,767.50
			Total	$ 52,442.50

Length of Roadway	1.331 miles
Length of Fairview Avenue Overcrossing	.019 mile
Total Length	1.350 miles
Cost per mile, Roadway	$274,579.09

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$365,464.77	$226,499.00	$138,965.77
Structure	52,442.50	32,501.00	19,941.50
	$417,907.27	$259,000.00	$158,907.27

Oregon State Highway Department

Federal Aid Urban
Project No. UI-323 (1)

FAIRVIEW-SANDY BLVD. ROAD SECTION OF THE
T. H. BANFIELD EXPRESSWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1951

Type Code 6201
Roadway (Sta. 670+37.59 to 739+81.11 = 443+65.21 to 445+50)

All Required		Clearing and Grubbing (95 A)		$ 7,125.00
830	cu. yds.	Structural Excavation, Unclassified	$ 4.00	3,320.00
1,400	cu. yds.	Trench Excavation, Unclassified	4.00	5,600.00
144,800	cu. yds.	General Excavation, Unclassified	0.75	108,600.00
379,000	yd. stas.	Short Overhaul	0.015	5,685.00
1,900	C-yd. stas.	Long Overhaul	0.50	950.00
2,200	cu. yds.	Excavating and Placing Topsoil	1.00	2,200.00
470	yd. mi.	Truck Haul on Topsoil	0.30	141.00
1.33	miles	Finishing Roadbed and Slopes	1,000.00	1,330.00
6,700	lin. ft.	Rounding Cutbanks	0.20	1,340.00
100	lin. ft.	12-inch Concrete Pipe	2.25	225.00
2,060	lin. ft.	18-inch Concrete Pipe	3.50	7,210.00
150	lin. ft.	24-inch Concrete Pipe	5.00	750.00
170	lin. ft.	42-inch Concrete Pipe	14.00	2,380.00
90	lin. ft.	Extra for Installing Pipe Under Pavement	2.00	180.00
80	lin. ft.	8-inch Perforated Concrete Drain Pipe	1.25	100.00
40	cu. yds.	3/8" - 0 Backfill in Drains	4.50	180.00
1	only	Type "B" Manholes	200.00	200.00
21	only	Concrete Catch Basins	75.00	1,575.00
160	cu. yds.	Class "A" Concrete in Box Culvert	55.00	8,800.00
26,000	lbs.	Metal Reinforcement	0.15	3,900.00
110	cu. yds.	Concrete Curbs and Gutters	45.00	4,950.00
150	cu. yds.	Concrete Islands	40.00	6,000.00
60	only	3/4" x 18" Dowel Bars	0.50	30.00
70	only	Concrete Sight Posts	10.00	700.00
450	lin. ft.	Metal Guard Rail	2.75	1,237.50
60	lin. ft.	3/4-inch Electrical Conduit	0.50	30.00
5,680	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.75	15,620.00
150	M-gal.	Sprinkling	2.50	375.00
1.33	miles	Preparation of Base	500.00	665.00
470	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,645.00

78	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	$ 40.00	$ 3,120.00
10,050	tons	Class "B" Asphaltic Concrete	6.50	65,325.00
46	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	2,070.00
266	cu. yds.	Aggregate in Seal Coat	5.00	1,330.00
150	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	150.00
4	acres	Preparing Soil and Seeding	200.00	800.00
114	lbs.	Grass Seed, Alta Fescue	1.00	114.00
78	lbs.	Grass Seed, Creeping Red Fescue	1.00	78.00
64	lbs.	Grass Seed, Highland Bent	1.00	64.00
35	cwt.	Inorganic Fertilizer	5.00	175.00
5,500	sq. yds.	Stabilized Turf Shoulders	1.25	6,875.00
		Subtotal		$273,144.50
		10% Engr. & Cont.		27,314.45
		Total		$300,458.95

Type Code X221
Structure (Sta. 678+94.88 to 679+94.88)

970	cu. yds.	Excavation for Structure	$ 7.00	$ 6,790.00
10	cu. yds.	Excavation Below Elevation Shown	12.00	120.00
500	cu. yds.	Class "A" Concrete	60.00	30,000.00
90,000	lbs.	Metal Reinforcement	0.12	10,800.00
214	lin. ft.	Metal Rail	12.00	2,568.00
210	lin. ft.	6-inch Sewer Pipe	1.50	315.00
80	tons	Class "B" Asphaltic Concrete	6.50	520.00
		Subtotal		$ 51,113.00
		10% Engr. & Cont.		5,111.30
		Total		$ 56,224.30

Length of Roadway	1.331 miles
Length of Overcrossing Structure	0.019 mile
Total Length	1.350 miles
Cost per mile, Roadway	$225,739.25

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$300,458.95	$168,474.00	$132,084.95
Structure	56,224.30	31,526.00	24,698.30
	$356,683.25	$200,000.00	$156,783.25

FAIRVIEW-SUNDIAL ROAD SECTION

PROJECT NO. UI-323 (1)

All necessary rights of way or rights of entry have been acquired for this project, except completion of slope easement agreements with the Union Pacific Railway Company, but it is now believed that rights of entry onto the railroad right of way can be secured within fourteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

July 2, 1951

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT:
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 2, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project UI-323(1), Fairview-Sundial Road Section of the T. H. Banfield Expressway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending execution of an easement agreement with the Union Pacific Railway Company or receipt of advice that all rights of entry have been granted in advance of the execution of agreement.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C G Polk

C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING
FORM E-30 25M 1-52 55419

[illegible]

[illegible]

Indexed
Alphabetically

Celoria, K. E.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

June 30, 1952
Salem, Oregon

SUBJECT: State vs. Katherine E. Celoria, et vir.

L-18-2

[illegible]

To:

MEMORANDUM TO FILE:

On Thursday, June 26, 1952, the writer personally contacted Mr. Mayhew in the above entitled matter. Considerable discussion was had with him and also the Engineer, Mr. Barbee, concerning the various aspects of this problem.

While at the office of Mr. Mayhew the writer contacted Mr. Henry Kreis for an appointment to view the premises with Mr. Kreis. Mr. Kreis was unable to leave his office on such short notice and suggested that I contact him some time the following week. See letter to Mr. Kreis of date June 30.

Charles
CHARLES PETERSON

CP:jfw

RECEIVED
APR 1_ 1952
FOR FILING

April 11, 1952

Oregon State Highway Commission

Gentlemen:

It has been determined that there will be an overrun in the cost of constructing the Fairview-Sun Dial Section of the T. H. Banfield Expressway in the amount of $48,600, which is an overrun of 12.7 per cent of the project authorization.

When this project was contracted, we had determined from test borings that sufficient subbase materials could apparently be acquired from excavations from a deep cut. During actual construction the materials were found to be in thin layers and interlaced with unsuitable soil and materials that rendered the material unsatisfactory for base surfacing. It was necessary to make provisions for importing gravel base materials from other sources, resulting in an additional cost of $40,800, which, together with the cost of disposing of the unsatisfactory materials and additional excavation in the amount of $7,800, results in the overrun of $48,600.

While this overrun is indeed regretted, it cannot now be avoided, and I recommend that the project authorization on Contract No. 3582, Fairview-Sun Dial Section, be increased $48,600. Additional financing will not be required, as underruns on other projects will more than offset the increase on this project.

This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

RECEIVED
FOR FILING

FORM E-30 25M 6-51 48713

3077

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21st, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

I request the approval of the attached Order for State Force Work to cooperate with the City of Fairview in rebuilding their water main under the highway fill, since it has been quite customary for the State to cooperate on such installations as a protection against future damage to the highway.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR
Enc.

ASSIGNMENT

December 12, 1951

No. 3077
By

Description: Letter of December 10 by City Attorney of Fairview regarding construction of fill and overhead crossing in Fairview and, more particularly, water main which will be under fill

Acknowledged by _____ Referred to ___Smith ✓______

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature
____

Assignment executed 1-22-52 Report received ______

Remarks: I think we should do this.
WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

CLIFFORD G. SCHNEIDER
ATTORNEY AT LAW

SUITE 203-5 WITHROW BUILDING
GRESHAM, OREGON
GRESHAM 4921

1207 PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
BROADWAY 1207

December 10, 1951.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

You are now engaged in the construction of a fill and overhead crossing in the City of Fairview, Multnomah County, Oregon, and the Council advises that where the fill crosses the end of First Street there is presently a water main which will be under a very large fill when the highway is completed.

Under present conditions, the water main, as it now exists, is satisfactory, but the Council realizes that it will only be a question of a few years when it may be necessary to replace the pipe, and the council requests that you join with them in the installation of a new 6" cast iron pipe in order to avoid the necessity of at some future date excavating under the highway for the purpose of laying a new main.

Yours very truly,

Clifford G. Schneider,
City Attorney,
City of Fairview.

CGS/mt

cc: City of Fairview

RECEIVED
FOR FILING

FORM 3505
8-50-2M

UNION PACIFIC RAILROAD COMPANY

PROPERTY DEPARTMENT

T. B. COLLINS,
MANAGER OF PROPERTIES

D. J. CALLAHAN,
GENERAL TAX AND RIGHT OF WAY AGENT

PITTOCK BLOCK
PORTLAND 5, OREGON

December 19, 1951

File 460-10

Mr. C. W. Enfield
Chief Counsel
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter of December 14, 1951, file 17932, addressed to Mr. Shields, with which you enclosed State Warrant in the amount of $100.00 as payment of consideration specified in agreement dated September 12, 1951, covering encroachment of the Banfield Expressway on property of this company in the vicinity of Fairview.

I am enclosing for the State's records duplicate executed copy of the above agreement, together with the voucher claim which accompanied your letter.

Very truly yours,

DJ Callahan

cc: Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

[illegible]

For [illegible]

HBG

agreement sent to us 12/28/51

RECEIVED

FORM E-123X 25M 6-51

COMMISSION

BEN R. CHANDL
Coos Bay

CHAS. H. RE
La Gran

M. K. M
Por

Mr. Glaisyer:

to agreement
in for filing
1-23-52
RP. 080

Copies being made of the map attached to your copy of agreement. It will be returned to you as soon as copies are received -

Mr Saling's Office

FORM E-123X 25M 6-51

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

RECEIVED
FOR FILING

NOTED
FORREST COOPER

17932

November 30, 1951

Mr. D. J. Callahan
General Tax and Right of Way
Agent
Union Pacific Railroad Co.
Pittock Block
Portland 5, Oregon

RECEIVED

Dear Mr. Callahan:

I wish to thank you for your letter of November 28, 1951 just received, in which you advise that the State Highway Commission's copy of the agreement covering encroachment of Banfield Expressway on Union Pacific Company property in the vicinity of Fairview is ready for delivery to the Commission upon receipt by you of a check in the amount of $100 covering the consideration mentioned in the agreement.

I have been advised by our Right of Way Department they will process this payment immediately. When you receive the check, kindly forward the agreement to me for the Highway Commission's records.

Respectfully yours,

HBGlaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
cc: Forrest Cooper

Mr. Cooper: For your use in preparing the voucher covering this $100 payment, I attach a copy of the agreement, which I would like to have returned to me, if you please, for filing when you are through with it. HBG

HBG

REFERRED
TO
FOR
R. L. PORTER

REFERRED TO
Cooper - Porter
BY SECRETARY

RECEIVED
FOR FILING
[illegible]
[illegible]

file

RR File #380

[illegible] agreement filed 11/28/51 [illegible]

November 30, 1951

Mr. D. J. Callahan
General Tax and Right of Way
Agent
Union Pacific Railroad Co.
Pittock Block
Portland 5, Oregon

Dear Mr. Callahan:

I wish to thank you for your letter of November 28, 1951 just received, in which you advise that the State Highway Commission's copy of the agreement covering encroachment of Banfield Expressway on Union Pacific Company property in the vicinity of Fairview is ready for delivery to the Commission upon receipt by you of a check in the amount of $100 covering the consideration mentioned in the agreement.

I have been advised by our Right of Way Department they will process this payment immediately. When you receive the check, kindly forward the agreement to me for the Highway Commission's records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls

cc: Forrest Cooper

Mr. Cooper: For your use in preparing the voucher covering this $100 payment, I attach a copy of the agreement, which I would like to have returned to me, if you please, for filing when you are through with it. HBG

FORM 3503
9-50-5M

UNION PACIFIC RAILROAD COMPANY

PROPERTY DEPARTMENT

T. B. COLLINS,
MANAGER OF PROPERTIES

D. J. CALLAHAN,
GENERAL TAX AND RIGHT OF WAY AGENT

PITTOCK BLOCK
PORTLAND 5, OREGON

November 28, 1951

File 460-10

Mr. H. B. Glaisyer,
Secretary,
Oregon State Highway Commission,
State Office Building
Salem, Oregon

Dear Sir:

Referring to your letter of September 14, 1951, addressed [illegible] Mr. Althof, with which you returned duplicate originals of agreement covering encroachment of the Banfield Expressway on railroad property in the vicinity of Fairview.

If you will kindly arrange for issuance of check in the amount of $100.00 to cover the consideration specified in the agreement, we shall be pleased to deliver the State's executed copy of this document.

Very truly yours,

D J Callahan

ACKNOWLEDGED
H. B. GLAISYER

5g
9-12-51

Salem, Oregon
November 15, 1951

Mr. W. C. Williams
Assistant State Highway Engineer
Department

Dear Mr. Williams:

Attached is a copy of an easement agreement with the O.W.R. and N. and the Union Pacific Railroad Company covering highway right of way between Sundial Crossing and Fairview in Multnomah County. This copy is forwarded to you for such use as you may wish to make of it.

The agreement has been signed by the Commission, but copies sent to the Railroad Company have not yet been returned.

Very truly yours,

Secretary

FAQ:md
Attach.

12/7/51 Still out to RR for sig. FQ

AGENDA
SEP 1 [illegible]

5-g

FORM E-90 25M 9-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1951

SUBJECT:

REFERRED TO
GT-G1594 er
By Asst. Chief Engineer

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

I am returning herewith the two copies of the proposed easement agreement covering highway right of way between Sundial Crossing and Fairview in Multnomah County. I have approved these as to form and legality and now return them to you.

There are a lot of conditions and requirements in this form of easement with which the State and its contractors are obligated to conform. It seems to me that it is essential that all of these things be called to the attention of the Division Engineer and to the attention of the engineer in charge of the work, so that none of them will be overlooked.

Yours very truly,

J M Devers
J. M. DEVERS
Chief Counsel

JMD:ea
Encls.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

NOTED
W. C. WILLIAMS

A

3 copies to [illegible]

RECEIVED

FOR FILING

FORM K-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1951

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

A subcontract between K. F. Jacobsen & Company, Inc., and J. M. Arens, party of the first part and Warren Northwest, Inc., on the Fairview - Sundial Section of the T. H. Banfield Expressway, Ore. UI-323 (1), is approved, and you may so advise the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

Items 36 & 38 to 44 Incl.

RECEIVED

FOR FILING

FORM E-30X 25M 11-50 44708

[illegible]

W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1951

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

The sub-contract between K. F. Jacobson and Company, Inc., and J. M. Arenz, prime contractors and H. A. Starr Concrete Company covering items 19 to 26 and 32 to 34 inclusive on the Fairview-Sundial contract No. 3582, Oregon UI-323(1), is approved and you may so inform the interest parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc - W. C. Williams
C. G. Polk

RECEIVED
FOR FILING

October 3, 1951

K. F. Jacobsen & Co.,Inc. and
J. M. Arenz
1601 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3582, which was awarded to you on September 7, 1951 by the State Highway Commission, covering structures, grading and paving on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
OCT 23 1951
FOR FILING

Query

September 14, 1951

Mr. L. W. Althof, Dist. Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

We are enclosing herewith two copies of an agreement between the State Highway Commission and the O.W.R. & N and Union Pacific Railroad Companies covering easements for encroachment on Columbia River Highway between Sundial Crossing and Fairview in Multnomah County, Oregon. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper Officials of the Railroad Companies.

Will you please return one fully executed copy of the above agreement to this office for the Commission's files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

FORM 3010
[illegible]

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

August 24, 1951

91-20

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 27th and subsequent correspondence regarding the T.H. Banfield Expressway in vicinity of Fairview.

Herewith are duplicate originals (bound) of agreement for execution by the State. An extra unbound copy is enclosed for your file.

Yours truly,

LWAlthof
L. W. Althof

[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

UI-323(1)

3582

September 12, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 10, 1951 on Contract No. 3582, Fairview-Sundial Section, in connection with Federal Aid Project No. UI-323 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gm

RECEIVED
1 . 1951
FOR FILING

[illegible]
[illegible]

September 11, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Your letter of September 10 authorized permit of entry for slope easement encroachments in connection with the T. H. Banfield Expressway in the vicinity of Fairview subject to conditions outlined and with the further understanding that the Highway Department would agree to such revisions as may be found necessary to conform to requirements that may be laid down by your executive officials.

This was understood and implied in my letter of September 4, and I hereby advise of acceptance of the conditions outlined in your letter of September 10.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

651 PITTOCK BLOCK
PORTLAND 5, OREGON

September 10, 1951

91-20

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

(cc: Mr. L. A. Collins - Portland
Mr. D. J. Callahan- Portland
Mr. A. McAllister - Albina)

Dear Sir:

Your letter September 4, 1951, in regard to agreement covering encroachment for slope easements in connection with construction of T. H. Banfield Expressway in the vicinity of Fairview.

I am authorized to grant permit of entry, subject to the conditions outlined and with the further understanding that if the form of agreement submitted is not entirely satisfactory to our principals, the State Highway Department will agree to such revisions as may be found necessary to conform to any requirements that may be laid down by our executive officers.

Will you please advise your understanding and concurrence.

Yours truly,

L. W. Althof

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

September 4, 1954

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

We have received duplicate originals (bound) and one unbound copy of the agreement covering encroachment for slope easements in connection with the construction of the T. H. Banfield Expressway as a portion of US30 in the vicinity of Fairview and Sun Dial. We have examined the proposed agreement and find it satisfactory, and the signatures of the Oregon State Highway Commission to the agreement will be obtained as soon as possible.

In the meantime, while awaiting the signing of the agreement between the Highway Commission and your principals, it is requested that advance permit of entry be granted. Bids were taken on this project on the 16th day of July with a 60-day period for the award of contract. The time for the award of the contract will expire on September 14, and it is very urgent that we have permit of entry prior to that date so that the contract may be awarded.

With my assurance herewith that the proposed agreement will be executed by the State Highway Commission, it is requested that you immediately obtain from your Omaha office authority to grant a permit of entry.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me

cc Mr. W. C. Williams

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JU OCT 16 1951
FOR FILING

U1 - 323(1)

572

AGENDA
SEP 12 1951

6.d

September 7, 1951

E. F. Jacobsen Company, Inc.
and J. M. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Gentlemen:

The State Highway Commission on July 17 accepted your proposal for grading and paving on the Fairview-Sundial Section of the T. H. Banfield Expressway in Multnomah County, for the sum of $341,105.20, and awarded Contract No. 3582 to you subject to approval by the Bureau of Public Roads and/or acquisition of right of way. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution. I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

We call your attention that no entry is to be made upon the right of way until the necessary insurance as called for in the contract has been secured and accepted by the Railroad Company.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md
Enc.

cc - H. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

~~S+G~~
S.A.

IC SERVICE
eck the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 7, 1951
3:55 p.m.

K. F. Jacobsen Company, Inc.
and J. M. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Fairview-Sundial Section of T. H. Banfield Expressway in Multnomah County for which you submitted low bid on July 17. Contract forms will be mailed you shortly for execution. No entry on right of way until insurance has been secured and accepted by Railroad Company.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
1951
OREGON DISTRICT
FOR FILING
MONTANA
OREGON
IDAHO
WASHINGTON UI-323(1)
35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

September 7, 1951

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of this date advising that all rights of entry have been obtained for Oregon Project UI-323(1), Fairview-Sundial Section of the T. H. Banfield Expressway, we hereby concur as of this date in award of contract to K. F. Jacobsen Company, Inc. and J. M. Arenz of Portland, Oregon, whosubmitted the low bid on July 17, 1951.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
1951
FOR FILING

UI - 323(1)

35-2

September 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence is requested in the award today of contract for the Fairview-Sundial Project, UI-323 (1), on the T. H. Banfield Expressway, to K. F. Jacobsen Company, Inc., and J. M. Arens of Portland, Oregon, the award to be based on the bid of $341,105.20 submitted by them on July 17, 1951.

All required rights of entry have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:cw

RECEIVED
FOR FILE

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

1 A 3582

Salem, Oregon
September 7, 1951
3:55 p.m.

E. F. Jacobsen Company, Inc.
and J. M. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

The State Highway Commission today received satisfaction of conditions governing award to you of contract for Fairview-Sundial Section of T. H. Banfield Expressway in Multnomah County for which you submitted low bid on July 17. Contract forms will be mailed you shortly for execution. No entry on right of way until insurance has been secured and accepted by Railroad Company.

LP

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

RECEIVED
JUL [illegible] 1951
FOR FILING

July 27, 1951

Mr. C. C. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 25, concerning the situation within the incorporated town of Fairview on the T. H. Banfield Expressway, Oregon Project FAU-323.

The population of Fairview is 437. The expressway, as it is to be constructed, crosses through the incorporated area at a place where no city streets exist or are platted. No city streets are traversed or crossed. Fairview Avenue, the one roadway crossed, is a county road and the crossing of that is a separated crossing.

Inasmuch as no city streets are traversed, there appears to be no occasion for an encroachment resolution; also, no occasion for the showing of street names on the sketch map. Therefore, unless instructed otherwise, we will submit neither an encroachment resolution or a revised project sketch map.

With reference to the right of cities to construct or open streets connecting with or crossing throughways, we quote from Oregon's throughway law as follows:

> "After the establishment of any throughway in or through a municipality, no street shall be constructed turning into or intersecting such throughway unless the plans and specifications therefore have first been submitted to and approved in writing by the State Highway Commission and made a matter of official record."

The T. H. Banfield Expressway has been officially designated a "throughway." The provisions of the Oregon throughway law, including the provision above quoted are therefore applicable to it and to Project FAU-323.

A small scale map is enclosed to show the street layout and the location of the highway within Fairview.

Very truly yours,

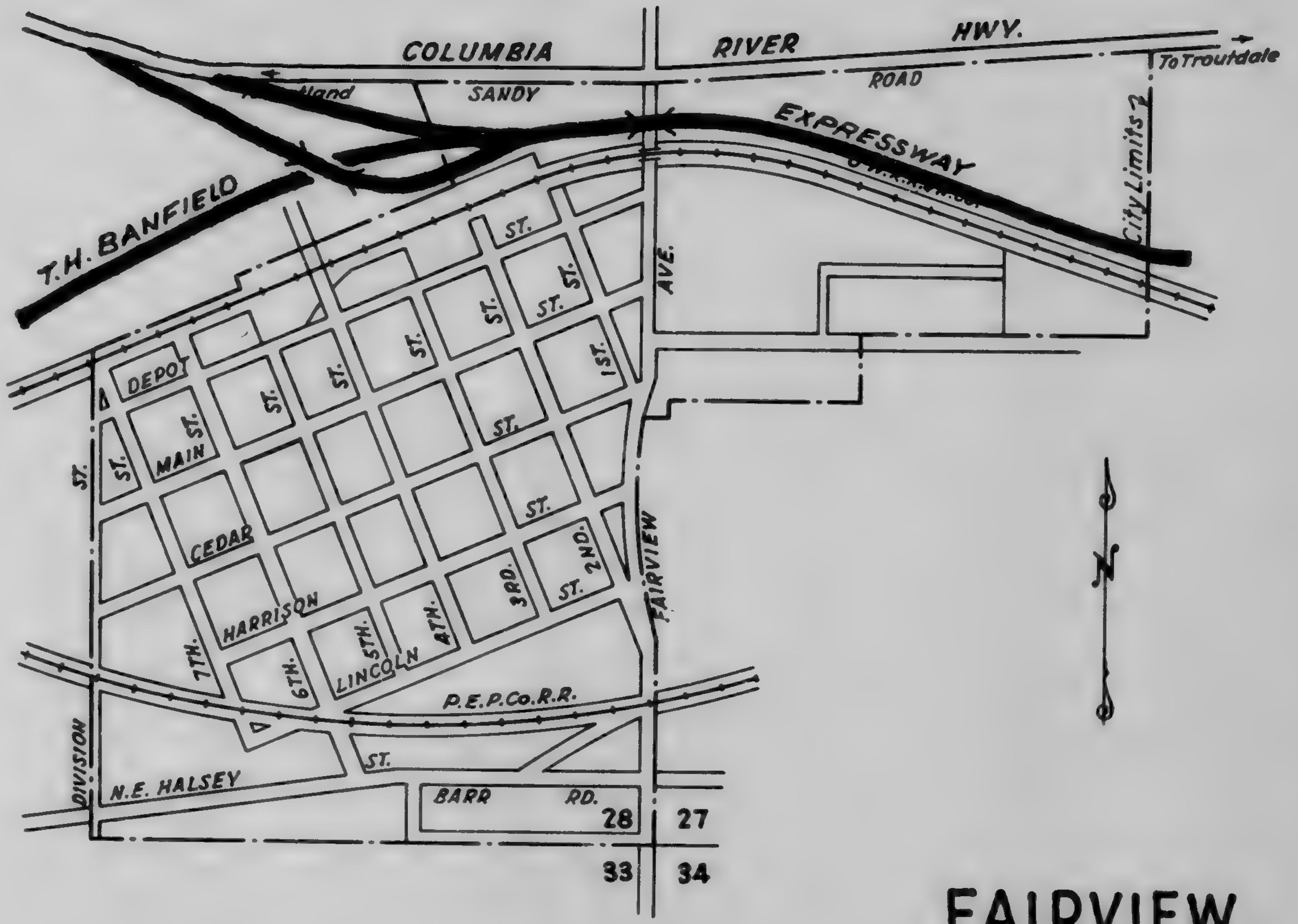
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

Encl.


COLUMBIA RIVER HWY.
To Troutdale
SANDY ROAD
EXPRESSWAY
City Limits
T.H. BANFIELD
AVE.
FAIRVIEW
ST.
1ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
DEPOT
MAIN ST.
CEDAR
HARRISON
LINCOLN
P.E.P.Co.R.R.
N.E. HALSEY ST.
DIVISION ST.
BARR RD.
28
27
33
34
N

FAIRVIEW

Scale 1"=800'

ASSIGNMENT

y 26, 1951

No. 2815
By WCW

scription: Mr. Polk's letter of July 25 regarding placing Fairview on sketch map for Project FAU-323, also asking for general statement covering all expressways in lieu of resolution for Project U-323 (1)

Acknowledged by _____ Referred to ____ Probert ✓ _____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
xx Please prepare for ___ Williams' _________ signature

Assignment executed 7-27-51 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] DISTRICT
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

July 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

We find that when making the review of sketch map for Oregon Project FAU-323, T. H. Banfield Expressway, we overlooked the fact that the town of Fairview is shown on the 1940 census as an incorporated place.

If it is still an incorporated town it should appear as such on the sketch map with population noted and street names and widths shown, where traversed by the route.

Proj. No streets traversed

Plans for Project U-323(1) showed no connections to town streets. For this reason, an encroachment resolution was not requested. However, in lieu of the town resolution we believe a general statement should be furnished relative to expressways in Oregon to the effect that towns do not have the power to construct connections from streets to expressways without permission from the State.

If it is not considered practical to issue a general statement covering all expressways, then we should have one for Project U-323(1).

Very truly yours,

G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

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1951
FOR FILING
OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

File

Copy to Paxson & [illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

July 19, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project UI-323(1)
Fairview-Sundial Section,
T. H. Banfield Expressway
Authorization to commence construction

Dear Sir:

Your application on subject project dated July 18, 1951 was received in this office on July 19, 1951.

Application is approved to commence construction, subject to contrary action at higher levels. Section 6(d) of CMP Reg. 6 requires that " - - no person shall authorize a construction schedule - - unless at the same time he makes an allotment - -". District Engineers have, as yet, no authority to make such allotment. Becauseof this requirement, the District Engineer may not now have the authority to authorize construction. The Division Office has requested clarification of the matter from the Washington Office and we shall advise you of any ruling made.

The work contemplated under this project consists of the construction of the first, and most easterly, 1.40 mile section of the T. H. Banfield Expressway in Portland. It will become a section of the Interstate System.

The total amount of steel required for this project is 62 tons.

Very truly yours,

COMMISSIONER OF PUBLIC ROADS

By C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

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1951
FOR FILING

FORM 2010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

July 2, 1951

1E-41.2(1)
3882

Copy made for Mr. Paxson 7-3-51

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of May 21st, copy of which was delivered to this office by Mr. Byrum last week, together with supporting prints, in regard to encroachments and easements between Fairview and Sundial in Multnomah County.

The introduction of a curb along the station grounds at Fairview eliminating the encroachment thereon will meet with our requirements and the matter of agreement covering the various encroachments will be progressed.

Yours truly,

L. W. Althof

ED
FOR FILING

May 21, 1951

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
801 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Fairview-Sundial Section
T. H. Banfield Expressway
in Multnomah County

In accordance with recent conferences, we submit herewith revised maps and cross sections showing the encroachments and easements desired on the section of the T. H. Banfield Expressway between Fairview and Sundial in Multnomah County.

The map submitted, dated April 1951, shows the revised layout between railroad stations 701 + 50 and 711 + 10. By using a curb section along the Fairview station grounds, we have eliminated encroachments in this area. We are also submitting prints of the cross sections for the entire sections and have marked in red on the sections between highway stations 668 + 50 and 674 + 00 the locations of the curbs. No change has been made in the arrangement previously submitted east of highway station 674 + 00.

We believe that these changes meet your requirements and we would appreciate early action on the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

Attach
cc Mr. G. S. Paxson
Mr. Forrest Cooper
GSP:bl

RECEIVED
JUN 8 - 1951
FOR FILING

OREGON DISTRICT

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

UI-323(1)

File

June 1, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The addition of Item 23, Project UI-323(1) in the Oregon Postwar Federal-aid Urban Highway Program, has been reviewed in our Washington, D. C. office and, tentatively approved May 25, 1951 with the understanding that final approval is to be given when the final apportionment of the 1952 fiscal year funds is made; also, that final approval will be given at not to exceed the amount of Federal-aid urban funds made available.

The following is quoted from Acting Commissioner Hilts' May 25, 1951 memorandum in this matter to Mr. Mayo:

> "Reference is made to the District Engineer's memorandum of May 7, 1951, recommending the addition of Project UI-323(1), in the Portland urban area, to the program of projects to be financed with the above funds. The project as recommended by the Division Engineer on May 9 and endorsed by you May 11 covered financing which would include a small unobligated balance and principally 1952 Federal-aid Urban Funds not yet apportioned.
>
> In this connection, the Commissioner's memorandum to Division Engineers dated May 17, 1951, provides that tentative approval will be given to programs utilizing the additional amounts of the 1952 funds and that final confirming action will be given as soon as the apportionment is made. Accordingly, Oregon Project UI-323(1) is tentatively approved effective May 25, 1951, as described in the District Engineer's memorandum request of May 7, 1951, which is not being acted on separately but is being filed for informational purposes."

The project data in the District Engineer's May 7, 1951 memorandum mentioned, was the same as that listed in Mr. Williams' May 1, 1951 letter.

Very truly yours,

C G Polk

C. G. POLK
Acting District Engineer

MAY 2

FOR FILING

May 1, 1951

Mr. C. C. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In order that the unapportioned twenty per cent of 1952 Federal-aid Urban Highway Funds may be programmed and placed under contract at the earliest possible time, we request your consideration of the below described project with the view of having it cleared for programming as soon as funds for programming are available.

Item No.	23
County	Multnomah
Project No.	UI-323 (1)
F. A. Route No.	45
State Route No.	US-30
Termini	Fairview to junction with FA Route No. 1 near Sundial Grade Separation
Total Cost	$500,000
Federal-aid Funds	$281,500*
Length	1.37 miles
Character of Work	Gr., Dr., 3 Structures, 4-lane high-type pavement

* Includes $29,400 of unobligated balance of previously apportioned funds.

Traffic information applicable to the project is as follows:

A.D.T.	(1949 Data)	3,800
Per cent Commercial	(1949 Data)	16
Average Summer Maximum	(Est. for 1965)	7,000
30th Peak Hour	(Est. for 1965)	1,050
Per cent Commercial	(Est. for 1965)	16

FOR FILING

May 1, 1951

Mr. C. L. Folk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

In order that the unapportioned twenty per cent of 1952 Federal-aid Urban Highway Funds may be programmed and placed under contract at the earliest possible time, we request your consideration of the below described project with the view of having it cleared for programming as soon as funds for programming are available.

Item No.	23
County	Multnomah
Project No.	UL-323 (1)
F. A. Route No.	45
State Route No.	US-30
Termini	Fairview to junction with FA Route No. 1 near Sundial Grade Separation
Total Cost	$500,000
Federal-aid Funds	$281,500*
Length	1.37 miles
Character of Work	Gr., Dr., 3 Structures, 4-lane high-type pavement

* Includes $89,400 of unobligated balance of previously apportioned funds.

Traffic information applicable to the project is as follows:

A.D.T.	(1949 Data)	3,800
Per cent Commercial	(1949 Data)	16
Average Summer Maximum	(Est. for 1965)	7,000
30th Peak Hour	(Est. for 1965)	1,050
Per cent Commercial	(Est. for 1965)	16

This project is the first and most easterly of the several projects involved in the construction of the T. H. Banfield Expressway which expressway is to be an important unit in the Interstate Highway Route entering Portland from the east.

By reason of its location with reference to FA Route No. 1 and its connections with FA Route No. 1 at both ends, the project will, for purposes of through traffic, replace a 1.3-mile portion of FA Route No. 1 and will, immediately following completion, carry the traffic that is now being carried by that portion of FA Route No. 1. Thus the project will become immediately useful, giving service to heavy military and defense industry traffic as well as to the normal traffic of one of the nation's Interstate Routes.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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MAY 31 1951
FOR FILING

UI - 323(1)
L. W. ALTHOF
DISTRICT ENGINEER

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

851 PITTOCK BLOCK
PORTLAND 5, OREGON

April 27, 1951

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

Re: Fairview-Sundial Section, T. H. Banfield Expressway.

Referring to your letter March 27th submitting maps showing proposed encroachments on Railroad property at and east of Fairview.

The encroachments east of the Fairview Station grounds do not present a serious problem provided we may acquire slope rights from the State on a section approximately 500 feet long immediately east of Fairview Avenue. The encroachment on the Station grounds, however, presents a serious problem to the Railroad. Station grounds are, in a sense, a counter where the Railroad meets its customers. Space at Fairview is particularly in demand and the Railroad feels it can ill afford to relinquish any of its station grounds.

In view of this, it is requested that you give consideration to such revisions as will be necessary to avoid the encroachment on the station grounds, Highway Stations 668 to 675.

Yours truly,

LWAlthof
L. W. Althof

NOTED
W. C. WILLIAMS

NOTED
E. M. BOOTH

ED
APR 1951
FOR FILING

March 27, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

Re: Fairview-Sundial Section,
T. H. Banfield Expressway
in Multnomah County

The Highway Commission proposes to put under contract the section of the T. H. Banfield expressway (Columbia River Highway) between the west end of the presently approved section near the Sundial undercrossing to a connection with the existing Columbia River Highway west of Fairview. We are sending herewith four prints from the map of this section and two prints of cross sections of the section.

The construction involves intermittent encroachments between your railroad station 700+62 and station 733+37. These encroachments are shown in shaded outline on the attached map and cross sections. In practically all cases the encroachment is for slopes, either embankment or excavation, although in a short section near Fairview, specifically between our stations 669 and 671, the roadway itself will encroach upon your right of way for a maximum of 4 feet.

The Highway Commission expects to get this project under contract this coming summer and would appreciate your early action upon this request for easement as shown on the attached maps and cross sections.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GSP:gm
cc G. S. Paxson
Forrest Cooper
Attached

24-3311 1951

Silver Falls Park Latrine

#3583

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Feb. 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3583	4-final	W. C. Johnson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1468	R-33782	$ 529.81	2/11/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: None

Completion Date: Dec. 31, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-13-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

2-13-52, gk

RECEIVED
FOR FILING

January 29, 1952

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3583 covering construction of Silver Falls Park latrine, Marion County, was completed by the contractor, V. C. Johnson, on December 31, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $529.81 will be released to the contractor after acceptance by the Commission. The total contract amount is $4,222.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

1-29-52 gl

RECEIVED
FOR FILING

October 3, 1951

Mr. V. C. Johnson, Contractor
1005 Seventh St.
Oregon City, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on September 12, 1951 by the State Highway Commission, as follows:

Contract No. 3583, covering construction of Silver Falls Park Latrine in Marion County.

Contract No. 3585, covering construction of Helmick Park Latrine in Polk County.

These copies are for your records and files.

We are also mailing executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
FOR FILING

[illegible]

3583

September 18, 1951

Mr. V. C. Johnson
1005 Seventh St.
Oregon City, Oregon

Dear Sir:

We enclose herewith five copies of contract No. 3583, which was awarded to you by the State Highway Commission on September 12, 1951, covering construction of Silver Falls Park Latrine, Marion County.

Please execute four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission. When this has been done a fully executed copy will be returned to you for your files. We will also send an executed copy to the surety on your bond. The fifth copy is for your information and use while the other four copies are being executed, and should not be returned to us.

Your special attention is called to the Highway Commission's requirement with respect to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on the work under this contract in strict conformance therewith.

Your attention is also called to the provisions of this contract relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded [illegible]

24-3311

September 13, 1951

Mr. V. C. Johnson, Contractor
1005 Seventh Street
Oregon City, Oregon

Dear Mr. Johnson:

The State Highway Commission on September 12, 1951 awarded you Contract No. 3583 for the Silver Falls Park Latrine, Marion County. This award was based on your low bid of $4,249.50, submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

24-226 Concrete Section of the Col- 1-31
umbia River Hwy. About 1/2 M.
#[illegible] East of Multnomah Falls.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 17, 1952

(CONTRACT NO.) 3584	(EST. NO.)	(CONTRACTOR)
3584	3-final	John A. Logan

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
416	R-32200	$ 750.00	~~XXXXXX~~ Jan. 17, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: **Nov. 30, 1951**

Time Extensions: **None**

Completion Date: **Nov. 30, 1951**

Date Accepted: **Dec. 20, 1951**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **1-18-52**

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 18 1952
A. A. Wicklander

RECEIVED
JAN 1[illegible] 1952
FOR FILING

January 11, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Subject: Oneonta Section, Crown Point
Secondary Highway

Dear Sir:

Disposal of waste material from Oneonta Pit, performed by John A. Logan under Contract No. 3584, was satisfactorily completed by the contractor on November 30, 1951 and the project accepted by the Highway Commission as completed on December 20, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM 2552
1-48-300M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

January 9, 1952

Dec 20
Nov 30

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Dear Sir:

RE: Oneonta Section, Crown Point
Secondary Highway

Under date of September 14, 1951, you sent to the late Mr. Althof, District Engineer, copy of Highway Commission's Contract No. 3584 with John A. Logan, for removal and disposal of waste from your Oneonta Pit. This contract provided for the contractor to enter into an agreement with and furnish a surety bond to the Railroad.

The contractor's surety advises the work is now completed and asks release from the bond, but before doing so advice from the State Highway Commission that the contract has been satisfactorily completed and accepted will be appreciated.

Yours very truly,

A. McAllister

A. McAllister
Superintendent

NOTED
W. C. WILLIAMS

RECEIVED
1952
FOR FILING

[illegible]

January 7, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill

Gentlemen:

State highway contract No. 3584 for work performed on the Oneonta Section of the Crown Point Secondary Highway in Multnomah County was completed by the contractor, John A. Logan, on November 30, 1951 and was formally accepted by the Highway Commission on December 20, 1951.

Final payment in the amount of $750.00 will be released to the contractor on or after January 17, 1952. The total contract amount is $14,302.14, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomasseno & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
1-7-52 gl

RECEIVED
DEC 20 1951
FOR FILING

36- [illegible]

3584

December 18, 1951

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to John A. Logan in connection with contract No. 3584, for reprap repair work on the Onsonta Section of the Crown Point Secondary Highway in Multnomah County.

This payment, in the amount of $4,575.86, will be released to the contractor on or after December 28, 1951. The retained percentage is $750.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Son
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending Nov. 30th, 1951

Section Oneonta

Kind of work Riprap Repair

Highway Crown Point Secondary

Section prefix 26-A720

Contractor John A. Logan

Contract number 3551

Date of contract Sept [illegible], 1951

Date of completion Nov. 30th, 1951

Date work started Oct 29, 1951

Estimated date of completion Nov. 30th, 1951

Amount of contract $14,285.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $14,302.14

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $850.00, %

Date project was completed N[illegible], 1951

General information covering progress of work by party and by contractor, important development, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor moved his equipment off the job this week.

Two men reset the sight posts that were removed while shaping the shoulders where materials had been placed.

The job was completed Nov. 30 1951

Engineer crew completed final records this week.

RECEIVED
DEC 3 1951
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. G. SMITH

Signed

Address Bonneville, Box 763

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING Rip-rap	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	8870.6				
Estimated quantities moved or placed to date	8870.6				
Average daily quantities	--				
Average daily quantities necessary to complete project on time	--				
Number shifts per day	1				
Hours per shift	1				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
[illegible] 1951
FOR FILING

L. W. ALTHOF
DISTRICT ENGINEER

FORM 3010
8-50-2M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

651 PITTOCK BLOCK
PORTLAND 5, OREGON

October 26, 1951

91-21

Mr. John A. Logan
3824 N. E. 76th Avenue
Portland, Oregon

(cc: Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Mr. L. A. Collins - Portland
Mr. A. McAllister - Albina)

Dear Sir:

Herewith is your fully executed copy of agreement dated October 17, 1951, together with accompanying bond, covering work at Oneonta Borrow Pit, etc., for Oregon State Highway Commission.

Yours truly,

L. W. Althof

RECEIVED
FOR FILING

[illegible]

[illegible]

October 16, 1951

Mr. John A. Logan
3824 N. E. 74th Avenue
Portland, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3584, which was awarded to you on September 12, 1951 by the State Highway Commission, covering riprap repair on the Oneonta Section of the Crown Point Secondary Highway in Multnomah County.

We are sending you a copy of this contract for your files as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

September 13, 1951

Mr. John A. Logan
3824 N. E. 74th Avenue
Portland, Oregon

Dear Mr. Logan:

The State Highway Commission on September 12, 1951 awarded you Contract No. 3584 for the Oneonta Section of the Columbia River Highway in Multnomah County. This award was based on your low bid of $14,285.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

27-3304 1/71

Helnick Park to Pine

#3[illegible]

RECEIVED
FEB 7 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 30, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)
3585	4-final	V. C. Johnson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1053	R-32966	$ 652.38	1/29/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Dec. 31, 1951

Time Extensions: None

Completion Date: Dec. 27, 1951

Date Accepted: Jan. 31, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-4-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD
2-5-52

RECEIVED
FOR FILING

January 16, 1952

The Aetna Casualty & Surety Co.
Portland Service Dept.
308 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 3585 for construction of latrine at Helmick Park in Polk County was completed by the contractor, V. G. Johnson, on December 27, 1951 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $652.38 will be released to the contractor after acceptance by the Commission. The total contract amount is $5,867.31, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FOR FILING

October 3, 1951

Mr. V. C. Johnson, Contractor
1005 Seventh St.
Oregon City, Oregon

Dear Sir:

We enclose herewith two fully executed copies of contracts which were awarded to you on September 12, 1951 by the State Highway Commission, as follows:

Contract No. 3583, covering construction of Silver Falls Park Latrine in Marion County.

Contract No. 3585, covering construction of Helmick Park Latrine in Polk County.

These copies are for your records and files.

We are also mailing executed copies of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
SEP 20 1951
FOR FILING

[illegible]

[illegible]

September 19, 1951

V. C. Johnson, Contractor
1005 Seventh St.
Oregon City, Oregon

Dear Sir:

We enclose herewith five copies of contract No. 3585, which was awarded to you by the State Highway Commission on September 12, 1951, for construction of Helmick Park Latrine in Polk County.

Please execute four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission. When this has been done a fully executed copy will be returned to you for your files. We will also send an executed copy to the surety on your bond. The fifth copy is for your information and use while the other four copies are being executed, and should not be returned to us.

Your special attention is called to the Highway Commission's requirement with respect to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on the work under this contract in strict conformance therewith.

Your attention is also called to the provisions of this contract relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

ORBGON STATE HIGHWAY COMMISSION

Secretary

gl

Recorded

RECEIVED

27-3354

3585

September 13, 1951

Mr. V. C. Johnson, Contractor
1005 Seventh Street
Oregon City, Oregon

Dear Mr. Johnson:

The State Highway Commission on September 12, 1951 awarded you Contract No. 3585 for the Helmick Park Latrine, Polk County. This award was based on your low bid of $5,895.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Enc.

20-3307 Vida-Belknap Springs Rock 1[illegible]
Production Project on the McKenzie
[illegible] Highway near Blue River

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
Sep. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3586	6-final	E. H. Itschner Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16841	R-49409	$ 1,414.74	9/12/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 15, 1952

Time Extensions: extended to May 31, 1952 without penalty

Completion Date: May 31, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-16-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP [illegible] 1952

RECEIVED
SEP 9 1952
FOR FILING

September 9 1952

E. H. Itschner Co.
Molalla, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on August 18, 1952, had under discussion your request for an extension of time of 46 days, from April 15 to May 31, 1952, within which to complete your contract No. 3586 for rock production on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Gilmore Lecker,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

RECEIVED
FOR FILING

August 28, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3586, for rock production on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County, was completed by the contractor, E. H. Itschner Co., on May 31 and was formally accepted by the Highway Commission on August 18, 1952.

Final payment in the amount of $1,414.74 will be released to the contractor on or after September 8, 1952. The total contract amount is $46,334.93 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
[illegible]
FOR FILING

August 21, 1952

General Adjustment Bureau, Inc.
Mr. H. McKay Allen, Branch Manager
132 E. Broadway
Eugene, Oregon

Dear Mr. Allen:

Reply is made to your letter of August 20, 1952, inquiring whether or not state highway contracts require contractors to carry liability insurance in addition to the contract performance bond.

The Highway Commission's contracts do not generally carry such insurance coverage except in cases where the railroad companies or the Western Union are involved. Contractors usually carry such coverage on their own account, but as to whether or not Itschner Company did so in connection with State Highway Contract No. 3586, I do not know.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:ehr

NICK, PRESIDENT
OHN R. COONEY, VICE PRESIDENT

. W. LILLY, VICE PRESIDENT AND GENERAL MANAG
J. C. EVANS, VICE PRESIDENT

W. E. HILL, SECRETARY
R. H. SIFRIT, TREASURER

DIRECTORS
C L ALLEN
R P BARBOUR
PETER J BERRY
F A CHRISTENSEN
H C CONICK
JOHN R COONEY
JAMES F CRAFTS
E J DICKEY
GEORGE H DUXBURY
J C EVANS
KENNETH B HATCH
A E HEACOCK
W A HEBERT
J K HOOKER
C. P. JERVEY

GENERAL ADJUSTMENT BUREAU, INC.
A CAPITAL STOCK INSURANCE ORGANIZATION
PACIFIC COAST DEPARTMENT
315 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA
HARRY J. BOYLE, GENERAL MANAGER
C. J. DENEHY, ASST. GENERAL MANAGER
R. R. MOE, ASST. GENERAL MANAGER

DIRECTORS
HAROLD JUNKER
GILBERT KINGAN
C B KREMER
FRANK D. LAYTON
H W MILLER
JOHN L MYLOD
JOHN A NORTH
HARRY F OGDEN
F. E. POTTER
W. A. RATTLEMAN
W J REYNOLDS
F E SAMMONS
BRADFORD SMITH, JR
BARRY TRUSCOTT
B. C. VITT

REPLY TO
132 E. BROADWAY
EUGENE, OREGON
H. MCKAY ALLEN, BRANCH MANAGER

August 20, 1952

Oregon State Highway Commission
Salem
Oregon

Re: State Highway Contract No. 3586

Gentlemen:

Thank you for your letter of August 8, 1952 giving us information on my inquiry concerning alleged blasting damage caused by Itschner Company, contractors. You mention in your letter that Mr. Itschner furnished a performance bond written by the Great American Indemnity Company. I am wondering if your state contracts do not require in addition to a performance bond that the contractor carry liability insurance. Could you advise me on this point.

Very truly yours,

H McKay Allen

H. McKay Allen, Adjuster
Fire Division

HMA:gcn
cc:co
cc:gab sf
dd:9-20-52

RECEIVED
AUG 21 1952
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

EIVED
1952
FOR FILING

August 8, 1952

General Adjustment Bureau, Inc.
132 East Broadway
Eugene, Oregon

Attention: H. McKay Allen, Adjuster

Gentlemen:

This is to acknowledge your letter of August 7 concerning a claim filed by your client, Mr. Lester L. Payne, for damage to a chimney caused by blasting in obtaining road material in the quarry near Blue River. I regret that we cannot answer your question as to whether the claim could be taken care of directly with the Paynes as we are not certain whose blasting caused the damage.

It may be that your client's claim has to do with the crushing operations of E. H. Itschner Company, Molalla, Oregon, who were awarded State Highway Contract No. 3586 for rock production on the Vida-Belknap Springs Section of the McKenzie Highway, Lane County. It is our understanding that Mr. Itschner used a quarry in the vicinity of Blue River. Mr. Itschner furnished with his contract a performance bond written by the Great American Indemnity Company through their agent, Wells-Reed Insurance, 412 Failing Building, Portland 4. This bond is written to assure satisfactory completion of the job and payment of all bills incurred in connection with it. We are rather doubtful if this bond could be held for damages incurred by the contractor.

If your investigation discloses that the damage was caused by Mr. Itschner's blasting, it is suggested that you contact him directly for payment of the claim as he most likely carries public liability and property damage insurance. If the damage was not caused by his operations, please advise us further.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

ONICK, PRESIDENT
ONEY, VICE PRESIDENT

G. W. LILLY, VICE PRESIDENT AND GENERAL MANAGER
J. C. EVANS, VICE PRESIDENT

W. E. HILL, SECRETARY
R. H. SIFRIT, TREASURER

DIRECTORS
C. L. ALLEN
R. P. BARBOUR
PETER J. BERRY
F. A. CHRISTENSEN
H. C. CONICK
JOHN R. COONEY
JAMES F. CRAFTS
E. J. DICKEY
GEORGE H. DUXBURY
J. C. EVANS
KENNETH B. HATCH
A. E. HEACOCK
W. A. HEBERT
J. K. HOOKER
C. P. JERVEY

GENERAL ADJUSTMENT BUREAU, INC.
A CAPITAL STOCK INSURANCE ORGANIZATION
PACIFIC COAST DEPARTMENT
315 MONTGOMERY STREET
SAN FRANCISCO 4, CALIFORNIA
HARRY J. BOYLE, GENERAL MANAGER
C. J. DENEHY, ASST. GENERAL MANAGER
R. R. MOE, ASST. GENERAL MANAGER

DIRECTORS
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JOHN L. MYLOD
JOHN A. NORTH
HARRY F. OGDEN
F. E. POTTER
W. A. RATTLEMAN
W. J. REYNOLDS
F. E. SAMMONS
BRADFORD SMITH, JR.
BARRY TRUSCOTT
B. C. VITT

REPLY TO
132 E. BROADWAY
EUGENE, OREGON
H. McKAY ALLEN, BRANCH MANAGER

August 7, 1952

3586

State Highway Commission

Salem, Oregon

Gentlemen:

We are insurance adjusters representing fire and extended coverage policy on a residence at Blue River. Mr. Lester L. Payne has filed claim under his extended coverage policy for damage to his chimney sustained when the State Highway Commission blasted in obtaining road material in the quarry near Blue River. He has submitted an estimate of $190.00. We have not as yet paid the claim, but we are under pressure to do so. I would appreciate hearing from you whether or not you could take care of this damage directly with the Paynes.

We are enclosing a stamped envelope for your convenience in reply.

Very truly yours,

H McKay Allen

H. McKay Allen, Adjuster

HMA:ak

RECEIVED
STATE HIGHWAY COMMISSION

Query
BY SECRETARY

prepare reply

RECEIVED
FOR FILING

August 13, 1952

Request for extension of time
No. 10
August 18 and 19 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from E. H. Itschner Company for an extension of time on Contract No. 3586, Vida-Belknap Springs Rock Production Project on the McKenzie Highway, from April 15, 1952 to May 31, 1952.

The contractor experienced considerable difficulty in working this project due to demands of adjacent property owners that extreme care be taken in the shooting of the quarry. The contractor cooperated with the State and with the property owners to the best of his ability and completed the job without damage to any parties concerned. The precautions necessary were required by the engineer, and the overrun was not necessarily the fault of the contractor.

I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP lg

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 13, 1952

Section Vida - Belknap Springs

Kind of work Rock Production

Highway McKenzie

Section prefix 20-8309-900

Contractor E. H. Itschner Co.

Contract number 3586

Date of contract October 10, 1951

Date of completion April 15, 1952

Date work started December 20, 1951

Estimated date of completion , 19

Amount of contract . . . . $ 46,695.00

Per cent of time elapsed 125 %

Estimated cost of completed project, exclusive of engineering . . . . . . $ 47,309.47

Per cent of contract completed, based on total contract price . . . . . . 98.7 %

Engineering cost to date $ 3407.99, 91.2 %

Date project was completed May 31, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

FINAL REPORT

Mr. Ford's crew finished the State Force Account work Tuesday nite, July 8, 1952. They have done an excellent job of leveling off the site.

Mr. Ford and I contacted Mr. Vitus of the Blue River Recreation committee, and he informed us that the committee had looked over the job and were very well satisfied. This completes the entire project!

RECEIVED
JUL 1 [illegible] 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address 2191 E 15th St. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			11,851.4		
Estimated quantities moved or placed to date			11,851.4		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
FOR FILING

June 19, 1952

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to E. H. Itschner Co. on contract No. 3586, for rock production on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County.

This payment, in the amount of $6,002.32, will be released to the contractor on or after June 30, 1952. The retained percentage is $1,389.28.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD
6-19-52 g

RECEIVED
FOR FILING

3586

November 15, 1951

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3586, which was awarded to you on October 10, 1951 by the State Highway Commission, for rock production on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 11/15, gl

RECEIVED

FCP

20-8309

AGENDA
OCT 11 1951

NOA

October 10, 1951

E. R. Itschner Company

Molalla, Oregon

Gentlemen:

The State Highway Commission on September 12th accepted your proposal for rock production on the Vida-Belknap Springs Section of the McKenzie Highway in Lane County, for the sum of $46,695.00, and awarded contract No. 356 to you subject to clearance of right of way. This note is to inform you that such condition has not been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

md
Enc.

cc - R. G. Smith
Goldie Lewis
S. H. Probert
L. R. White (S.I.A.C.)

NOA

TIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 10, 1951
10:05 a.m.

E. M. Itschner Company
Molalla, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Vida-Belknap Springs Rock Production Project on McKenzie Highway in Lane County for which you submitted low bid on September 12. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Files

RECEIVED
1951
FOR FILING

September 4, 1951

Mr. C. A. Lockwood
State Game Director
Oregon State Game Commission
1634 S. W. Alder Street
Portland 8, Oregon

Dear Sir:

We are sending under separate cover one copy of special Provisions and one set of plans for the Vida-Belknap Springs Rock Production Project near Blue River on the McKenzie Highway for which bids are to be received September 12, 1951.

We call your attention to the settling basin which is to be constructed under this contract and which will be used during operation of this quarry to settle mud and silt from washing and screening operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:cw

S-116(1) Dee Br. over East Fork of 1951
Hood River on a County Road
#3587 at Dee.

FORM E-30 50M 10-65

Contract 3587
+ 1965 [illegible]
for alternate [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 16 1967
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
March 16, 1967

To:

Mr. H. S. Cox
County & City Engineer
BUILDING

SUBJECT: County Road Relocation
Vicinity of Dee

I am enclosing two copies with extra maps of my report covering the county road (F.A.S. 306) relocation in the vicinity of Dee.

I have also attached a list of my charges for this reconnaissance which amounts to $774.44 which, I believe, you wanted.

Should you have any questions either on the reconnaissance or on the charges, please do not hesitate to contact us.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

wht

encl & attach

cc: Mr. D. J. Barbee

[illegible] 3-21-67.
[illegible] estimate. He
[illegible] County Commissioners
[illegible] job
[illegible]
Keep [illegible]
[illegible]

RECEIVED
MAR 16 1967
ENGINEER
COUNTY & CITY DIVISION

Bridge

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Hood River, At. Dee

FASC 306

Hood River County

Man		Month	Day	Hours	Monthly Rate	Adjusted Hourly Rate	Total
Harper		Feb	14	8	685-	4.78	38.24
Sturm		"	17	3	525-	3.67	11.01
Sturm		"	20	8	525-	3.67	29.36
Sturm		"	21	4	525-	3.67	14.68
Sturm		"	23	5	525-	3.67	18.35
Berning		Jan.	30	8	745-	5.20	41.60
		"	31	8	745-	5.20	41.60
		Feb	1	8	745-	5.20	41.60
		"	2	8	745-	5.20	41.60
		"	3	8	745-	5.20	41.60
		"	7	8	745-	5.20	41.60
		"	16	8	745-	5.20	41.60
		"	17	8	745-	5.20	41.60
		"	20	8	745-	5.20	41.60
Tebeau		"	7	8	990-	6.91	55.28
		"	28	8	990-	6.91	55.28
		Mar.	8	8	990-	6.91	55.28
			14	8	990-	6.91	55.28
			15	8	990-	6.91	55.28
Misc. Maps & Prints			150 sq. ft @ .08			=	12.00
							774.44

NOTED
3-16-67
W. H. TEBEAU

FILE N PSSR 14.9

E-30 90M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1967

RECEIVED
MAR 16 1967
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Hood River Bridge at Dee
FASC 306

To:

Mr. F. D. Morgan
Construction Engineer
OFFICE

ATTENTION: Mr. D. J. Barbee

At the request of Mr. H. S. Cox, I have determined costs for three possible route alternatives for the relocation of the Dee Market Road (FAS 306) from the Hood River Secondary (State Road No. 281) westerly to Dee Flat. Three possible routes were studied and are depicted on the attached map.

Route "A" would cross in the same relative position as the present highway except that it would entail a new bridge above the present one (crossing of East Fork Hood River at Dee) -- high enough to effect a separation with their railroad yard; this would allow the present bridge to be used exclusively for the mill operation which, in turn, would allow any through traffic to pass over the mill yard unimpeded. Approaches at each end of the new structure would have to be revamped to accommodate the higher grade line. Estimated cost is $620,000 for 0.2 mile of construction as follows:

Grade and Pave	$ 80,000
Structure	530,000
Right of Way	10,000
Est. Const. Cost	$620,000

Route "B" involves a crossing of the East Fork Hood River about a half mile downstream from the present bridge which would entail about 0.6 mile of virgin construction, a new bridge over Hood River, and improvement of about a mile of county road (FAS 335). Estimated cost is $1,420,000 for 1.6 miles of construction segregated as follows:

	New Construction		Co. Road Improvement	
Length, miles	0.6		1.0	
Grade and Pave	$ 780,000		$ 180,000	
Structure	450,000		- - - - -	
Right of Way	10,000		- - - - -	
Est. Const. Cost	$1,240,000	+	$ 180,000	= $1,420,000

Existing county rights of way is assumed to be sufficient on the segment of FAS 335 involved with its improvement.

Route "C" involves a crossing about a mile downstream from the present bridge (half mile downstream from the Route "B" crossing) just upstream from the mouth of the West Fork Hood River. This route would entail about 1.8 miles of virgin construction, a new bridge and half mile of county road improvement (non-FAS). Estimated cost is $910,000 for 2.3 miles of construction with the cost breakdown as follows:

	New Construction		Co. Road Improvement	
Length, miles	1.8		0.5	
Grade and Pave	$390,000		$ 90,000	
Structure	400,000		- - - -	
Right of Way	30,000		- - - -	
Est. Const. Cost	$820,000	+	$ 90,000	= $910,000

As on Route "B", it is assumed that existing county rights of way would accommodate the improvement through the segment involved.

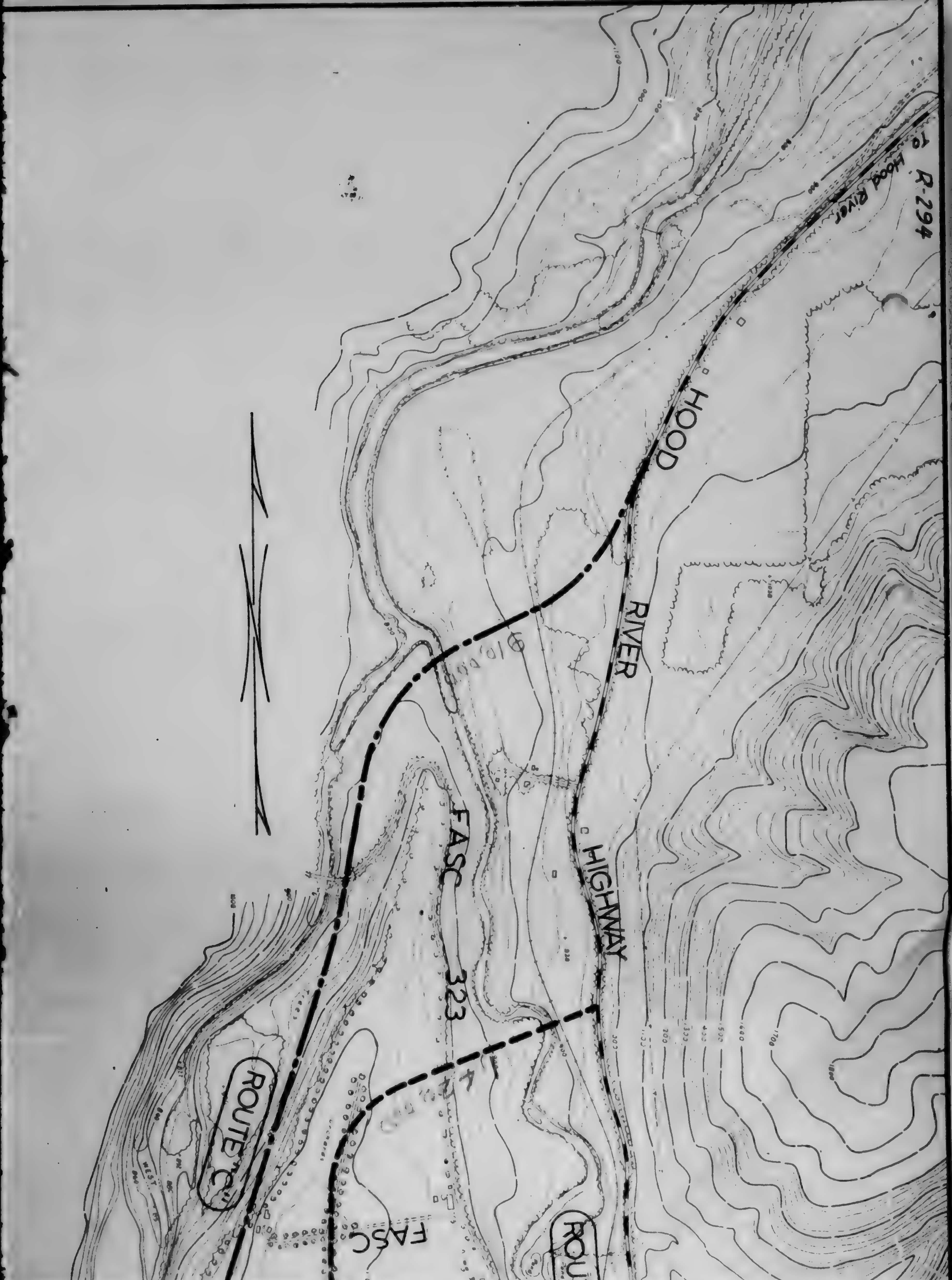
These estimates are based upon two 12-foot lanes and 4-foot shoulders; a 32-foot roadway width is assumed for the bridges. 1965 ADT is around 600 through the area.

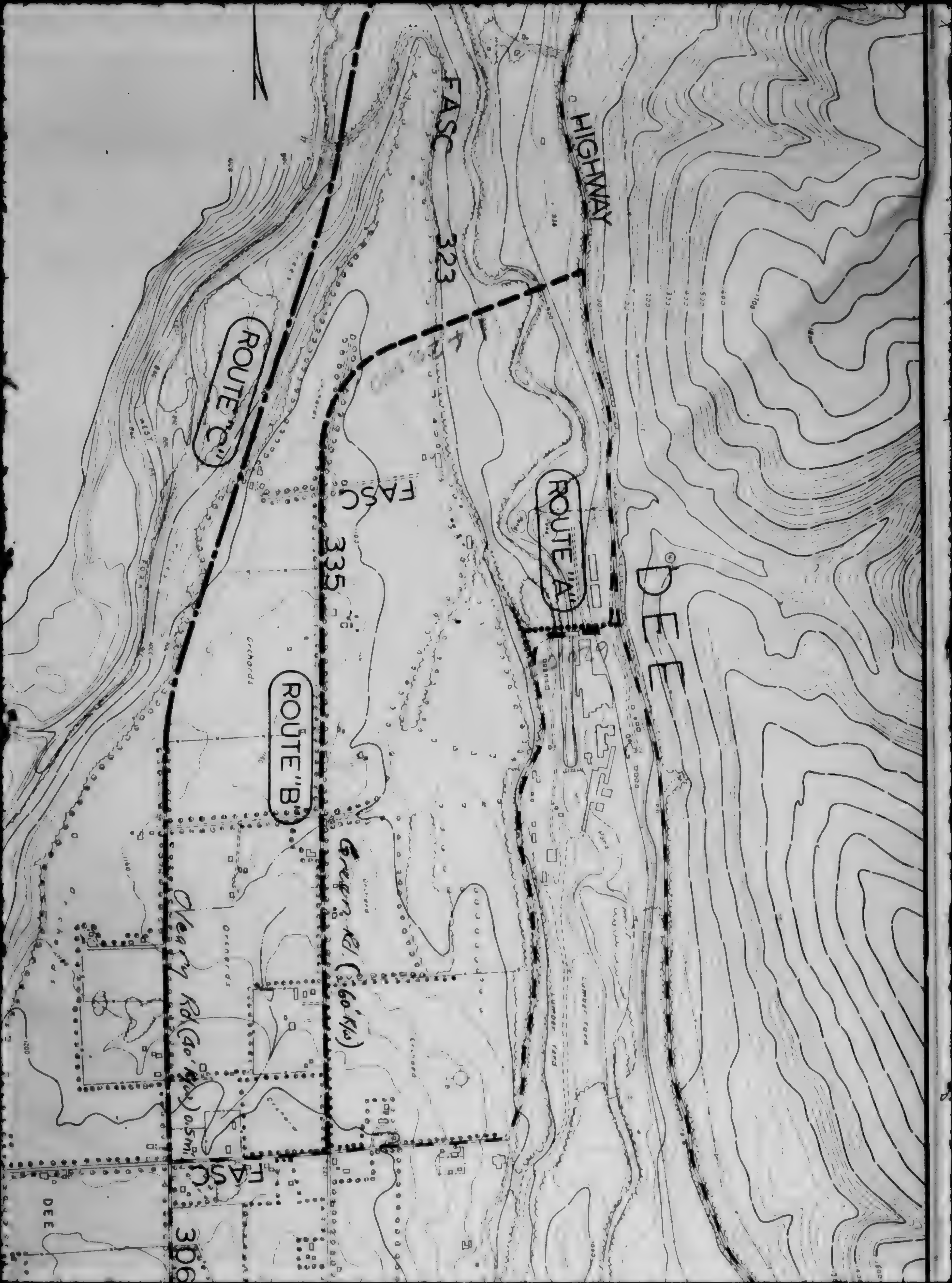
Routes "A" and "B" both involve a railroad grade separation and Route "C", a railroad grade crossing. The necessity for the grade separations arises mainly from topographic conditions and not necessarily from car/train traffic warrants. However, with the separation on Route "A", the conflict between yard movements (switching movements) and through traffic would be eliminated.

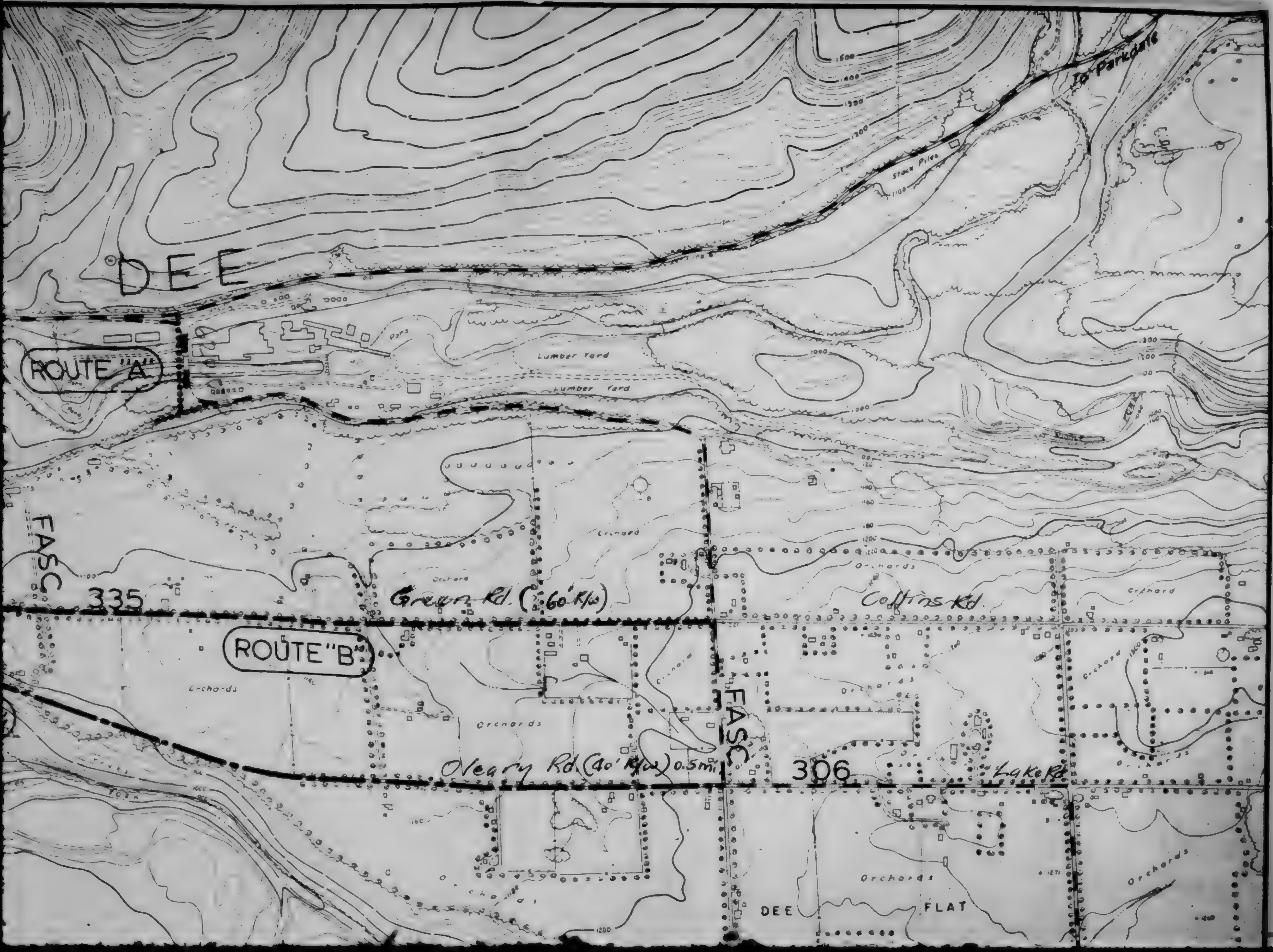
It is noticed that the general orientation of these different routes favor the direction toward the town of Hood River since it appears that the major traffic movements occur in this direction. For this reason, route possibilities south (upstream) of the present bridge at Dee were not pursued; in addition, the topography through the areas south of Dee is such that more expensive construction would result.

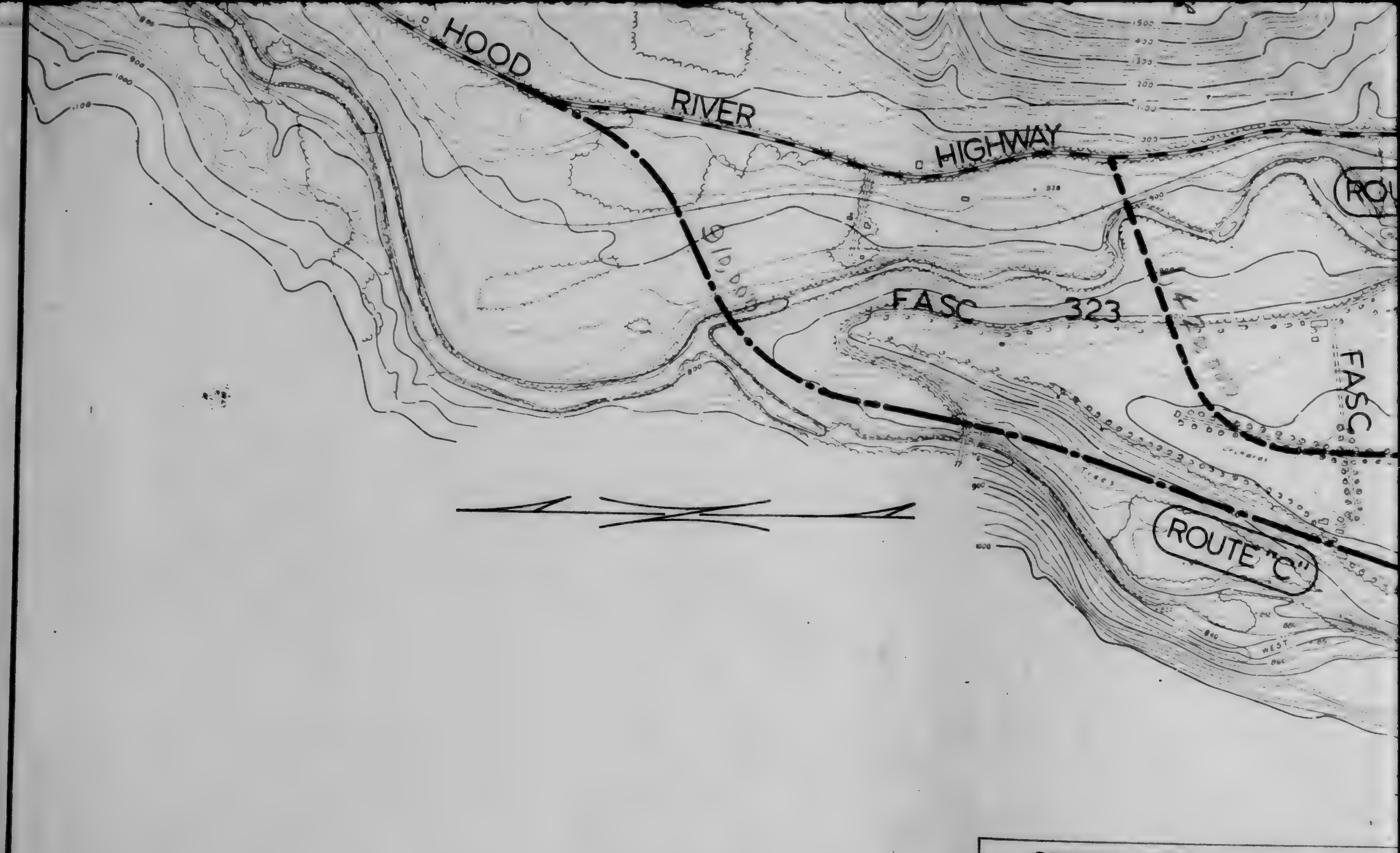
W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:fp
Attach.

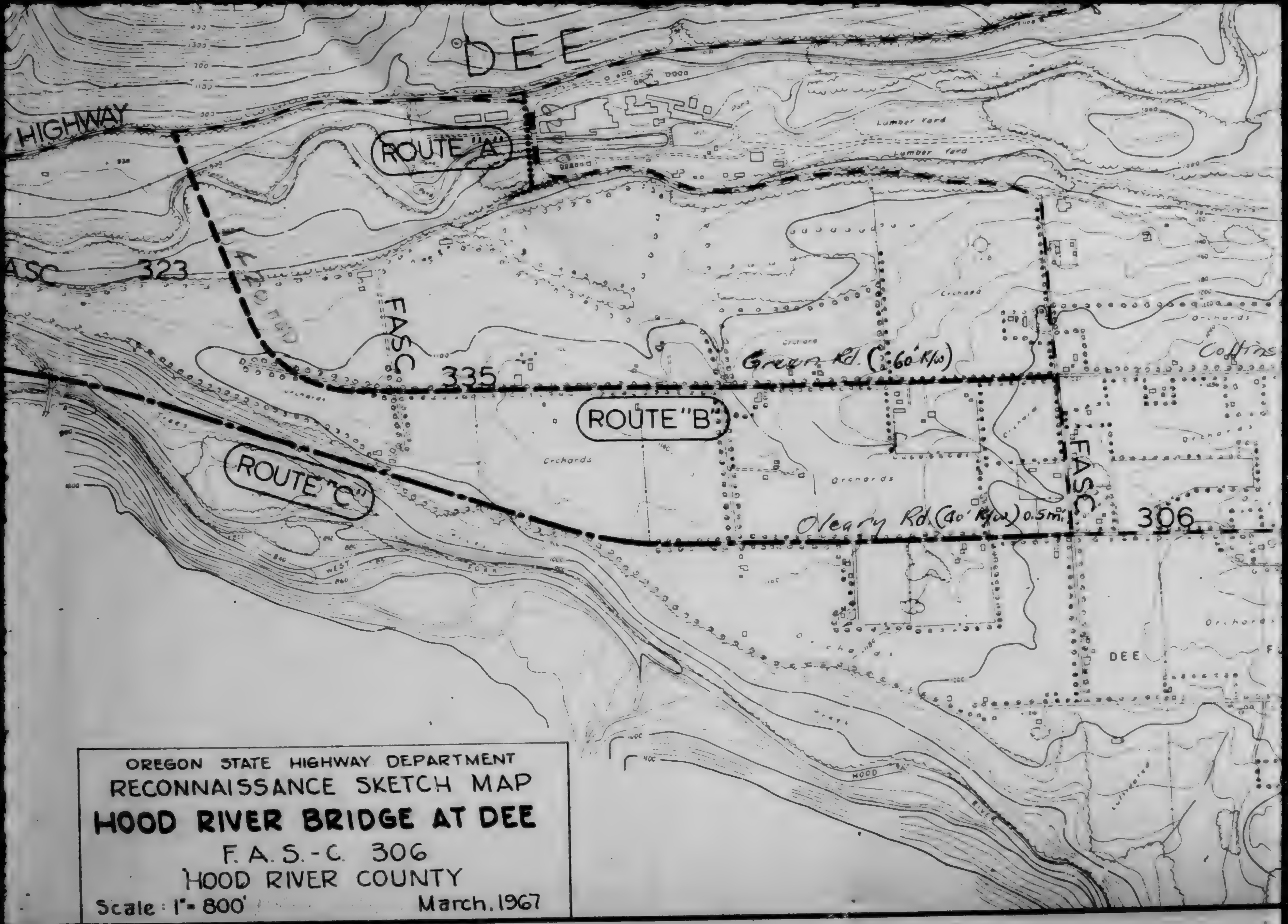

R-294
to Hood River
HOOD RIVER HIGHWAY
FASC 323
ROUTE "C"
FASC
ROUT


HIGHWAY
FASC 323
ROUTE "C"
ROUTE "A"
ROUTE "B"
FASC 335
DEE
FASC 306
DEE
14
Orchards
Orchards
Lumber Yard
Green Rd (60' R/W)
Neary Rd (60' R/W) 0.5mi.

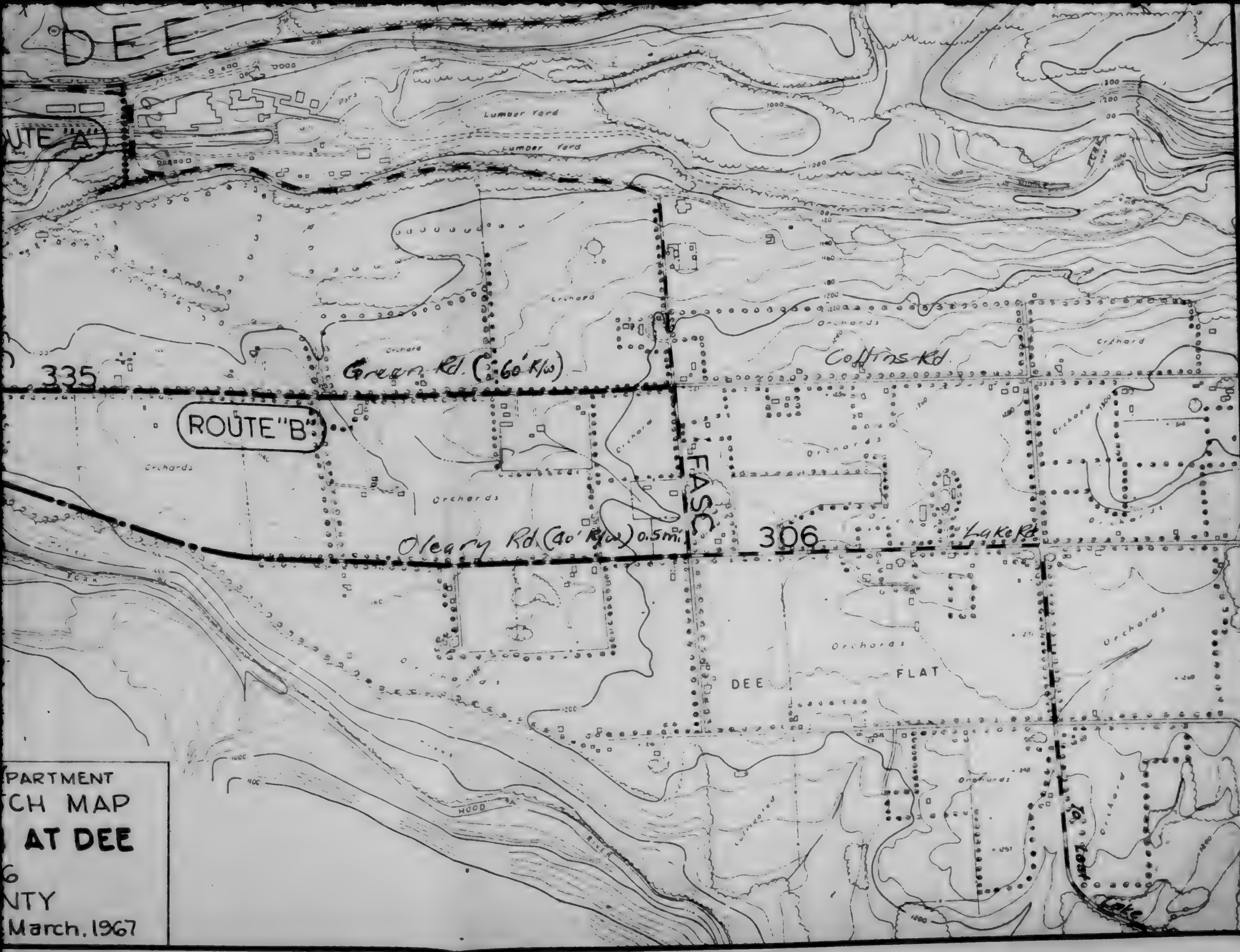

DEE
ROUTE "A"
To Parkdale
Stock Piles
Lumber Yard
Lumber Yard
Pond
FASC
335
Green Rd. (60' R/W)
Collins Rd.
ROUTE "B"
Orchards
Orchard
Orchards
FASC
306
Oleary Rd. (40' R/W) 0.5mi
Lake Rd
DEE
FLAT
Orchards
Orchards


HOOD RIVER HIGHWAY
FASC 323
FASC
ROUTE "C"
RO

OREGON STATE HIGHWAY DEPAR
RECONNAISSANCE SKETCH
HOOD RIVER BRIDGE A
F. A. S. - C. 306
HOOD RIVER COUNTY
Scale : 1" = 800' Ma


DEE
HIGHWAY
ROUTE "A"
Lumber Yard
Lumber Yard
FASC 323
FASC 335
Green Rd. (60' R/W)
ROUTE "B"
ROUTE "C"
Orchards
Oleary Rd. (40' R/W) 0.5mi.
FASC 306
Collins
DEE
WEST FORK
HOOD RIVER

OREGON STATE HIGHWAY DEPARTMENT
RECONNAISSANCE SKETCH MAP
HOOD RIVER BRIDGE AT DEE
F.A.S.-C. 306
HOOD RIVER COUNTY
Scale: 1"= 800' March, 1967


DEE
ROUTE "A"
Lumber Yard
Lumber Yard
335
Green Rd. (60' R/W)
ROUTE "B"
Collins Rd.
Orchards
Orchard
FASC
306
Oleary Rd. (40' R/W) 0.5mi.
Lake Rd
DEE
FLAT
Orchards
Hood River
To Lost Lake
PARTMENT
CH MAP
AT DEE
6
NTY
March. 1967

Lost Lake Co Rd at Hwy 281
FAS 306

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
January 9, 1967

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon 97301

SUBJECT: Reconnaisance Survey - Dee Area
Relocation of Structure Over The
East Fork of the Hood River

1-17-67. J[illegible] [illegible] pit for [illegible] Co. [illegible]

Herewith a copy of a letter from Hood River County written to Bob Hamilton requesting a reconnaisance survey in the Dee area for the relocation of structure over the east fork of the Hood River.

U. S. Plywood desires to expand their mill at Dee, and in order to do so, the County road must be moved. On viewing the site, there is no apparent easy way to eliminate the present crossing with one in the vicinity of the mill. The mill itself is utilizing most of the bottom ground, and sites on either end would run into extensively long and high structures, in order to meet the existing grade of our highway and to span what appear to be sliding banks of Hood River. Quite possibly there are aerial photos from which reconnaisance could be run.

Will you please advise whether or not we can do this work for the County.

RECEIVED
JAN 10 1967
ENGINEER
COUNTY & CITY DIVISION

J. F. Putnam
Division Engineer

NOTE 2/28/67
Art Bollinger Rural Design estimates cost of this recon survey at approx $600± Dist.

1-23-67
[illegible] This [illegible] mill [illegible]

JFP:eh
Enclosure
cc: R. P. Hamilton

[illegible] County-City Dept. [illegible]

NOTED
HAROLD
REYNOLDSON

NOTED
P. B. Arensmeier

Note
[illegible] Jan 12/67
Hood River Co [illegible] in the [illegible]

NOTED
R. H. PRANGE

3 [illegible]
[illegible]

NOTED
MAINOR C. HUL

NOTED
RICHARD UNREIN

NOTED
ON HARWELL

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

4

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

The Dalles 97058
January 4, 1967

Mr. A. H. Almcrantz
County Executive
County of Hood River
Board of Commissioners
Hood River, Oregon

Dear Mr. Almcrantz:

Receipt is acknowledged of your letter of December 29, 1966, wherein your Board of Commissioners request that this department conduct a reconnaissance survey of possible alternate connections for the Lost Lake County Road with the Hood River Secondary Highway in the Dee vicinity.

We are this date forwarding your request for the consideration of our higher authority.

Very truly yours,

ORIGINAL SIGNED BY R. P. HAMILTON

R. P. Hamilton
District Maintenance Superintendent

RPH:lo

cc: J. F. Putnam

NOTED
DON HARWELL

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
FRANK RYPCZYNSKI
JERRY ROUTSON
CLARENCE N. AMOTH

A. E. ALMCRANTS
COUNTY EXECUTIVE

TEL. 386-3970

HOOD RIVER, OREGON

December 29, 1966

Mr. Bob Hamilton
Oregon State Highway Department
The Dalles, Oregon

Dear Bob:

In reference to our proposed development of a new roadway to eliminate the U. S. Plywood crossing please be advised that we would like the Highway Department to conduct a reconnaissance survey in the area to determine the best alternate alignment, if such an alternate exists, and a preliminary cost estimate. I believe both you and Jim Putman developed some idea of the problem and will be able to give the survey crew the benefit of your thinking.

This study is important because we are currently discussing this matter at Board of Commissioners level and find that further information is necessary in order to discuss the matter intelligently. The Board has allocated $1500.00 for this preliminary study in the hope that the Highway Department would be able to utilize employees who are experienced in these matters. Like most matters there is a matter of expediency, not that construction is proposed for the near future, nor are funds immediately available, but in order to determine the best course of action for the County and for the U. S. Plywood Corporation. It was unfortunate that there was not a greater area of cooperation between the developers of the mill and the County many years ago; however, the present situation exists, expansion is being considered and, consequently, the matter should be reviewed and a program developed in order to eliminate problems that would develop in the future. We do not know if the situation can be improved or the amount of money that might be necessary to effect such an improvement. We would hope, however, that your department might be available to give the County the benefit of your considered opinion so that development in this area might proceed on the most orderly basis. No further discussions have been scheduled and such meetings would not be called until an appropriate study was completed. Your earliest possible consideration, of course, would be appreciated.

Sincerely,

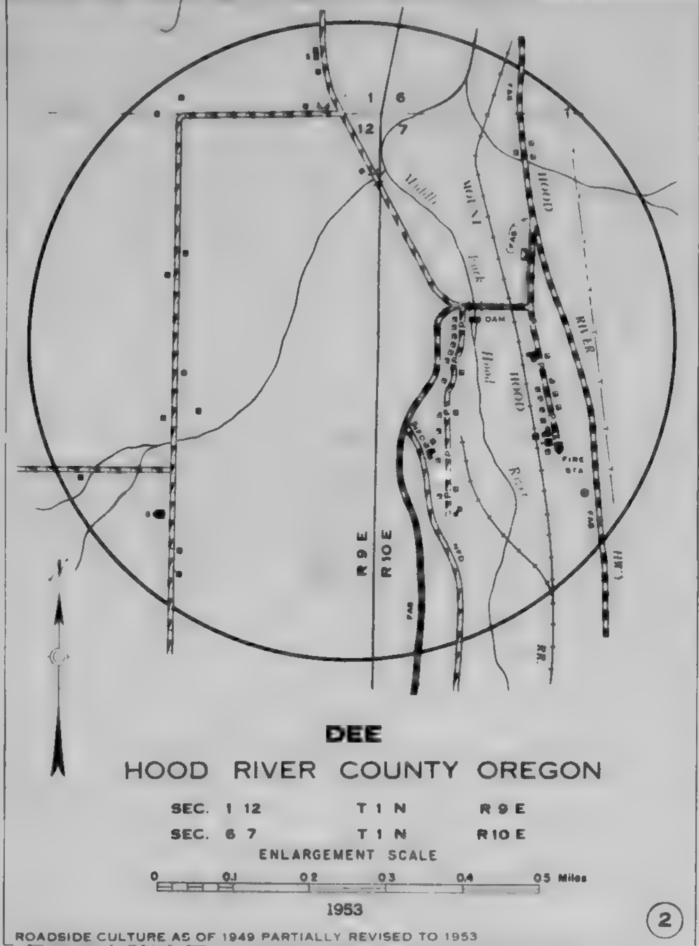
A. E. Almcrants
County Executive

AEA/dl
CC/ H. H. Sharrah

NOTED
DON HARWELL

NOTED
H. S. COX

Dee Bridge S-116(1)


1
6
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River
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HOOD
RIVER
DAM
FIRE STA
FAS
HWY
RR.
R9E
R10E
N
0
0.1
0.2
0.3
0.4
0.5 Miles
2

DEE
HOOD RIVER COUNTY OREGON
SEC. 1 12 T 1 N R 9 E
SEC. 6 7 T 1 N R 10 E
ENLARGEMENT SCALE
1953
ROADSIDE CULTURE AS OF 1949 PARTIALLY REVISED TO 1953

ber 11, 1961

Dee Bridge Section
FAS 306

etter requesting costs of the above-
ng a report provided by our Bridge
with any additional information,

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

NOTED
H. S. COX

December 11, 1961

Hood River County Court
Courthouse
Hood River, Oregon

Dee Bridge Section
FAS 306

Gentlemen:

In response to your letter requesting costs of the above-mentioned section, I am enclosing a report provided by our Bridge Division. If we can assist you with any additional information, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R Jones
Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm
Encl.

DEE BRIDGE OVER HOOD RIVER (Job 7406) FAS 306, Hood River County
FAS 8-116(1), Contract #3587

Qty.	Unit	Item	Contract, 1952 Unit Price	Contract, 1952 Amount	Estimate, 1962 Unit Price	Estimate, 1962 Amount
ROADWORK						
392.86	c.y.	Special borrow excavation	$ 1.50	$ 589.29	$ 1.50	$ 589.29
738.9	c.y.	General excavation	1.50	1,108.35	1.50	1,108.35
918.0	c.y.	Haul & place baserock	3.00	2,754.00	3.00	2,754.00
14.0	M/gal	Sprinkling	4.00	56.00	4.00	56.00
0.11	Mile	Prepare base	2000.00	220.00	2000.00	220.00
90	c.y.	Haul & place baserock	6.00	540.00	6.00	540.00
8.43	Ton	150/200 asphalt	100.00	843.00	100.00	843.00
51.0	l.f.	Price Agreement #2 12" concrete pipe	3.00	153.00	3.00	153.00
		Subtotal, Roadwork...		$ 6,263.64		$ 6,263.64
STRUCTURE						
All	All	Shoring, cribbing, etc.	$ All	$ 6,000.00	$ All	$ 7,500.00
173.31	c.y.	Structural excavation	20.00	3,466.20	20.00	3,466.20
46.71	c.y.	Str. excavation below elevation	20.00	934.20	20.00	934.20
411.49	c.y.	Class A concrete	65.00	26,746.85	75.00	30,861.75
94,670	lbs.	Metal reinforcement	.10	9,467.00	.13	12,307.10
398	l.f.	Handrail	12.00	4,776.00	14.00	5,572.00
25.65	bbls.	Price Agreement #3: Cement adjustment	5.20	133.38	5.20	133.38
All	All	Extra Work Order #1: Extra shoring & cribbing	--	1,163.29	--	1,337.78
		Subtotal, Structure...		$52,686.92		$62,112.41
		TOTAL CONTRACT ITEMS...		$58,950.56	.....	$68,376.05
		Engineering...........		3,466.05		
		TOTAL COST............		$62,416.61		
		12-1/2% Engineering & Contingencies...				8,547.00
		TOTAL ESTIMATED COST..................				$76,923.05

CAG:VJ:mm

12/11/61

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1961

SUBJECT: FAS 306
Hood River County

To: Mr. Ivan Merchant
Bridge Engineer
OFFICE

Would you please provide us with the information regarding the cost of Dee Bridge, #7406, and the estimated cost of replacement as requested in the attached letter from Judge Higgins. I do not believe that the county participated in the cost of the bridge contract in 1951.

Verne R. Jones

Verne R. Jones
Planning Engineer, County & City Relations

VRJ:mm
Att.

NOTED
[illegible]

Letter with info
to Higgins 12-11-61
V.J.

NOTED
Harold C. Ayers

HOOD RIVER COUNTY COURT

HARRIS A. HIGGINS, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

HOOD RIVER, OREGON

NOTED
DON HARWELL

NOTED
Harold C. Ayers

December 6, 1961

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
[illegible]

Mr. H. S. Cox
City-County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

The Hood River County Court is desirous of obtaining some information on the cost of the Dee Bridge. This was constructed by the F.A.S. project in 1951 under Oregon Project No. S-116 (1) F.A.S. Highway 306.

I am sorry to say that our records are not adequate to show the entire cost of this project, including Federal, State and County portions.

We are considering a new crossing at some place North of the present crossing due to the fact that the present bridge goes through the heart of the Hines Lumber Company's industrial area and the traffic impedes their work and growth. It also increases fire and accident liabilities.

The Hines Lumber Company has indicated a willingness to buy the present bridge as a donation to the cost of a new one. We feel a new bridge, well planned, would be an asset to the Dee Area but would also cost considerably more than the present Dee Bridge.

We would also like to have an estimate from you of the increased cost of the original structure if built today under the same plans.

Very truly yours,

Harris A Higgins

Harris A. Higgins,
County Judge

RECEIVED
DEC 7 1961
ENGINEER
COUNTY & CITY RELATIONS

HAH:mw

Letter to Ivan Merchant 12-7-61
requesting information with copy
attached
V.J.

RECEIVED
FOR FILING

(1)

3

Sims

February 23, 1954

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. Harold B. Hutchinson

Gentlemen:

We have your letter of February 18 to which was attached a "Notice" and "Affidavit" of claim by the Portland Wire and Iron Works against Lindstrom Brothers. The claim is in the sum of $3,042.21 for materials furnished on State Highway Contract No. 3587 for construction of the Dee Bridge over the East Fork of Hood River, Hood River County.

As is our customary practice, we will advise the surety and the contractor that the claim has been received.

In our previous letter, I believe we stated that the contract was completed December 23, 1952, accepted by the Commission January 21, 1953, and final payment made on May 21, 1953.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

[illegible]

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER
JONATHAN U. NEWMAN
ROBERT C. WALL

February 18, 1954

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attn: Mr. F. A. Query
Re: State Highway Commission Contract No. 3587

Dear Mr. Query:

This is to confirm our telephone conversation of February 18, 1954, regarding our request on behalf of my client, Portland Wire & Iron Works, for a certified copy of the contract and bond in the above numbered project.

As I advised I am enclosing herewith an executed notice and affidavit pursuant to statute. I wish you to know that I personally very much appreciate your assembling these documents in advance of receipt and affidavit, and hope that I may some time in the future have an opportunity to reciprocate your kind favor.

Yours very truly,

CAKE, JAUREGUY & HARDY

Harold B. Hutchinson
Harold B. Hutchinson

HBH:lp

[illegible]

NOTICE

TO STATE OF OREGON BY AND THROUGH ITS STATE HIGHWAY COMMISSION composed of BEN R. CHANDLER, CHARLES H. REYNOLDS and M. K. McIVOR

Re: Application for certified copy of contract and bond on Oregon State Highway Contract No. 3587

Please take notice that PORTLAND WIRE & IRON WORKS, under and by virtue of the provisions of the laws of the State of Oregon, has furnished an affidavit to the State of Oregon by and through its State Highway Commission under the direction of whom work on State Highway Contract No. 3587 for the construction of the Dee Bridge over the east fork of Hood River in Hood River County, Oregon, was prosecuted.

Therefore, please be advised that Portland Wire & Iron Works does hereby make application for a certified copy of said Contract No. 3587 and the corporate surety bond of Lindstrom Bros. executed under said contract.

DATED at Portland, Oregon, this 18th day of February, 1954.

PORTLAND WIRE & IRON WORKS

By C. A. Lomax
Office Manager

AFFIDAVIT

STATE OF OREGON }
County of Multnomah } ss.

I, C. A. LOMAX, office manager of Portland Wire & Iron Works, an Oregon Corporation, being first duly sworn deposes and says: That I am Office Manager of Portland Wire & Iron Works, an Oregon corporation. That Portland Wire & Iron Works entered into a contract with Lindstrom Bors., an Oregon corporation, for the furnishing of certain bridge hand rails and galvanized deck drains and pipe extensions in connection with Oregon State Highway Commission Contract No. 3587 for the construction of Dee Bridge, over the east fork of Hood River in Hood River County, Oregon. That under and pursuant to this contract Portland Wire & Iron Works did furnish said materials to Lindstrom Bros., Inc. in the amount of $3,042.21. That the last of said materials were furnished on February 25, 1952, and there have been no payments made on said account, and there is now due, owing and unpaid on said account from Lindstrom Bros., Inc. to Portland Wire & Iron Works the sum of $3,042.21. That said material was furnished for the prosecution of the work on the above described project under the above described State Highway contract number, and this affidavit is made for the purpose of requesting the proper officer or officers of the State of Oregon by and through its State Highway Commission to furnish to Portland Wire & Iron Works, by and pursuant to the laws of the State of Oregon, a certified copy of said contract numbered as above and the bond furnished on said contract wherein Lindstrom Bros. Inc. is principal and Continental Casualty Company is surety. Further deponent sayeth not.

C. A. Lomax

Subscribed and sworn to before me this 18th day of February, 1954.

Notary Public for Oregon
My Commission Expires 8--9-54

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1200 EQUITABLE BUILDING
PORTLAND 4, OREGON

RECEIVED
1954
FOR FILING

February 23, 1954

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received from Cake, Jaureguy and Hardy, Attorneys at Law, 1220 Equitable Building, Portland 4, a "Notice" and an "Affidavit" of claim by the Portland Wire and Iron Works against Lindstrom Brothers. The claim is in the sum of $3,042.21 for material furnished to Lindstrom Brothers on State Highway Contract No. 3587 for construction of the Dee Bridge over the East Fork of Hood River in Hood River County.

This information is relayed to your company as it appears as surety on the performance bond furnished with the contract mentioned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FA:md
cc:
Mr. Warren M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
3424 S. E. 174th
Portland 66, Oregon

NOTED ON CARD

RECEIVED
FEB 23 1954
FOR FILING

[illegible]

3587

February 19, 1954

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Attention: Mr. Hutchinson

Gentlemen:

As requested by telephone, we have forwarded by separate mail a certified copy of Contract and Bond No. 3587 for construction of the Dee Bridge over the East Fork of Hood River, awarded to Lindstrom Brothers.

It is our understanding that an affidavit of claim is being mailed by your company.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

RECEIVED
FOR FILING

Baldock

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Multnomah)

I, C. A. LOMAX, office manager of Portland Wire & Iron Works, an Oregon Corporation, being first duly sworn deposes and says: That I am Office Manager of Portland Wire & Iron Works, and Oregon corporation. That Portland Wire & Iron Works entered into a contract with Lindstrom Bors., an Oregon corporation, for the furnishing of certain bridge hand rails and galvanised deck drains and pipe extensions in connection with Oregon State Highway Commission Contract No. 3587 for the construction of Dee Bridge, over the east fork of Hood River in Hood River County, Oregon. That under and pursuant to this contract Portland Wire & Iron Works did furnish said materials to Lindstrom Bros., Inc., in the amount of $3,042.21. That the last of said materials were furnished on February 25, 1952, and there have been no payments made on said account, and there is now due, owing and unpaid on said account from Lindstrom Bros., Inc. to Portland Wire & Iron Works the sum of $3,042.21. That said material was furnished for the prosecution of the work on the above described project under the above described State Highway contract number, and this affidavit is made for the purpose of requesting the proper officer or officers of the State of Oregon by and through its State Highway Commission to furnish to Portland Wire & Iron Works, by and pursuant to the laws of the State of Oregon, a certified copy of said contract numbered as above and the bond furnished on said contract wherein Lindstrom Bros. Inc. is principal and Continental Casualty Company is surety. Further deponent sayeth not.

/s/ C. A. Lomax

Subscribed and sworn to before me this 18th day of February, 1954.

/s/ Harold B. Hutchison
Notary Public for Oregon
My Commission Expires 8--9-54

(Notary Seal)

COPY

RECEIVED
JAN 28 1954
FOR FILING

2-11-(1)

3587

January 26, 1954

Mr. John Lichty
Attorney at Law
Failing Building
Portland 4, Oregon

Dear Mr. [illegible]:

This is in reply to your letter of January [illegible] requesting certain information on three contracts awarded to [illegible] Brothers.

Contract No. 3438 for work on the Snake River Bridge at Payette on the Old Oregon Trail was completed July [illegible], 1953 and accepted by the Commission on August 6, 1953. The amount of the contract has been determined at $443,764.32. We are holding a warrant for semi-final payment in the amount of $21,583.68 and we are advised that final payment will be approximately $12,000. This amount may be $100.00 more or less, depending on the status of an item in the contract. We have record of the following unsatisfied claims: American Bridge Division - $61,447.30.

Contract No. 3815 for grading, surfacing and construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Road in Clackamas County was completed August 18 and accepted by the Commission on September 24, 1953. Final contract amount has been determined at $1[illegible]. The amount being retained on the final payment is $11,[illegible].25. According to our records the following claims are unsatisfied: Mercer Steel Company - $[illegible]; [illegible], Taylor and Company - $4,[illegible].

✓ Contract No. [illegible] for construction of the [illegible] Bridge over the East Fork of Hood River on the [illegible]-Lost Lake Hood River County Road was completed December 23, 1952, and accepted by the Commission on January 21, 1953. The total amount of the contract is $58,086.64, and final payment was mailed to the contractor on May 21, 1953, so there is no money retained by the State. On July 13, 1953, we received a notice of claim by Mercer Steel Company against this contract in the sum of $4,993.13.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Lewis

RECEIVED
FOR FILING

C-116(1)

3587

July 16, 1953

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

This is to acknowledge receipt of three claims filed with your office by the Mercer Steel Company, Inc., against Lindstrom Brothers, Inc., as follows:

Contract No. 3715 for $11,003.30, your file No. 3408.
Contract No. 3438 for $5,429.19, your file No. 3406.
Contract No. 3587 for $4,993.13, your file No. 3407.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
[illegible]

RECEIVED
FOR FILING

1-1-(6)

3587

Lewis

July 16, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Mercer Steel Company, Inc., against Lindstrom Brothers, Inc. This claim is in the sum of $4,993.13 and is for reinforcing steel, labor and wire furnished the contractor on State Highway Contract No. 3587 for construction of Dee Bridge over the East Fork of Hood River on the Hood River County Hatchery-Lost Lake Road.

We provide this information as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]
Attach.

cc - Mr. Warner M. Bruce
152 Denny Way
Seattle 9, Washington

C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
3424 S. E. 174th
Portland 66, Oregon

NOTED ON CARD

COPY

NOTICE

TO:

STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION
EARL T. NEWBRY, SECRETARY OF STATE

NOTICE IS HEREBY GIVEN that the undersigned, MERCER STEEL CO., INC., an Oregon Corporation, Claimant, has a claim for reenforcing steel, placing labor, and wire, in the sum of Four Thousand Nine Hundred Ninety-Three Dollars and 13/100 ($4,993.13) against the bond taken from [illegible], 7335 N. E. Broadway Street, Portland, Oregon, as principal, and CONTINENTAL CASUALTY COMPANY, c/o [illegible] Tomassene & Sons, 614 Wilcox Building, Portland 4, Oregon, as surety, for the work on State Highway Contract No. 3587 for the construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road, Oregon.

DATED at Portland, Oregon, this 8 day of July, 1953.

MERCER STEEL CO., INC.

BY [illegible] MERCER
Vice President and Secretary

This Notice is filed pursuant to Section 96-801, Oregon Compiled Laws Annotated.

ENDORSED
Filed--July 13, 1953
File No. 3407
EARL T. NEWBRY, Secretary of State

ROY TUCHBREITER
RECEIVED
1953
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JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

July 15, 1953

Oregon State Highway Department
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Secretary

Re: Lindstrom Brothers, Inc. -to-
Oregon State Highway Commission
Bond #918230 State Hwy. Contract #3438
(Snake River Bridge at Payette)
Bond #921477 State Hwy. Contract #3715
(Fields Bridge over Tualatin River)
Bond #920667 State Hwy. Contract #3587
(Dee Bridge over East Fork, Hood River)

Gentlemen:

This will acknowledge receipt of your letter of July 2, 1953 advising us that the Mercer Steel Co. claims that Lindstrom Brothers, Inc. are indebted to it in an unstated amount in connection with the contracts for which we furnished the above captioned bonds. So far as we know, our principal is responsible, financially and otherwise, which if true, should make unnecessary any reference to the bonds in connection with such claim. However, we are advising our principal of this matter and requesting that he give it his attention.

Yours very truly,

Norbert A. Drake
Norbert A. Drake
Surety Claim Dept.

NAD/mg

RECEIVED
JUL 20 1953
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible] [illegible]
SECRETARY

[illegible]

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3527

Williams

E A R L T . N E W B R Y
SECRETARY OF STATE
SALEM, OREGON

July 13, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Cake, Jaureguy & Hardy, Attorneys at Law, 1220 Equitable Building, Portland 4, Oregon, and filed as of this date, three notices of claim by Mercer Steel Co., Inc., for reenforcing steel, placing labor, wire and concrete accessories in the sum of $11,003.30 against the bond taken from Lindstrom Brothers, principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3715 for the construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County, Oregon. Our file No. 3408.

Claim number two for reenforcing steel, placing labor, and wire in the sum of $4,993.13 against the bond taken from Lindstrom Brothers, as principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. 3587 for the construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road, Oregon. Our file No. 3407.

Claim number three for reenforcing steel, stock bars in the sum of $5,429.15 against the bond taken from Lindstrom Brothers, as principal and Continental Casualty Company, c/o C. A. Tomassene & Sons, as surety, for the work on State Highway Contract No. ~~3488~~ (3438) for the work on the Snake River Bridge at Fayette on the Old Oregon Trail in Malheur County, Oregon. Our file No. 3406.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ E. Libby
Clerk, Notarial Dept.

NF:K
Enc.

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5-11861

3587

July 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This letter is in reply to yours of June 26 concerning three contracts awarded to Lindstrom Brothers.

State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County has not been completed but is expected to be done about July 31, 1953. Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

State Highway Contract No. 3587, also awarded to Lindstrom Brothers, for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road was completed December 23, 1952, and accepted by the Highway Commission on January 21, 1953. Final payment was made on May 21, 1953. The surety on this contract is the same as for Contract No. 3715.

Lindstrom Brothers were also Awarded State Highway Contract No. 3438 for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malheur County. This contract is expected to be completed by July 31, 1953. The surety is the same as for the other two contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 7/1

Baldock

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 Equitable Building
PORTLAND 4, OREGON
Capitol 1323

June 26, 1953

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Lindstrom Brothers

Our office is attorneys for the Mercer Steel Co., Inc., of Portland, Oregon, who furnish certain steel to Lindstrom Brothers for use in the construction of certain bridges for the State Highway Commission. Lindstrom Brothers, as we understand it, has three prime contracts with the State of Oregon for the construction of (1) Fields Bridge, (2) Dee Bridge, and (3) Snake River Bridge. Mercer Steel Company has furnished materials on each of these projects and the Lindstrom Brothers are presently delinquent in their payments to our client. We desire to file our lien pursuant to Section 98-101 O.C.L.A., and ask that you please furnish us the completion dates of any of these above named bridges, if the same have been completed.

In addition, we ask that you furnish us the name of the bonding company who has the written the bond for the Lindstrom Brothers on these three projects. We would also appreciate your furnishing us the State Highway Commission contract number, if it is readily available.

Thank you in anticipation of your kind favor.

Yours very truly,

CAKE, JAUREGUY & HARDY

By /s/ Harold B. Hutchinson

HBH:aw

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-116(1)

2-17

July 2, 1953

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have received a letter from the law firm of Cake, Jaureguy and Hardy in behalf of Mercer Steel Company. They state that Lindstrom Brothers, Inc., owe the Mercer Steel Company an unstated amount of money for materials furnished on State Highway Contract No. 3438 for construction of the Snake River Bridge at Payette, on State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River in Clackamas County, and on Contract No. 3527 for construction of the Dee Bridge over the East Fork of Hood River in Hood River County. No information was given as to the amounts applicable to the various contracts nor any information as to how long the accounts are overdue.

This information is provided as your company appears as surety on the performance bond furnished with the three contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]:ad 7/1

cc - Mr. Warner H. Bruce
152 Denny Way
Seattle 9, Washington

G. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Lindstrom Bros., Inc.
7035 N. E. Broadway
Portland, Oregon

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1953
FOR FILING

116(1)

[illegible]

July 2, 1953

Cake, Jaureguy & Hardy
Attorneys at Law
1220 Equitable Building
Portland 4, Oregon

Gentlemen:

This letter is in reply to yours of June 26 concerning three contracts awarded to Lindstrom Brothers.

State Highway Contract No. 3715 for construction of the Fields Bridge over the Tualatin River on the Oregon City-Wilsonville Highway in Clackamas County has not been completed but is expected to be done about July 31, 1953. Continental Casualty Company through C. A. Tomassene & Sons, 614 Wilcox Building, Portland 4, furnished the performance bond for this contract.

State Highway Contract No. 3587, also awarded to Lindstrom Brothers, for construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road was completed December 23, 1952, and accepted by the Highway Commission on January 21, 1953. Final payment was made on May 21, 1953. The surety on this contract is the same as for Contract No. 3715.

Lindstrom Brothers were also awarded State Highway Contract No. 34[illegible] for work on the Snake River Bridge at Payette on the Old Oregon Trail in Malhuer County. This contract is expected to be completed by July 31, 1953. The surety is the same as for the other two contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md 7/1

CAKE, JAUREGUY & HARDY
ATTORNEYS AT LAW
1220 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 1323

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.
JOHN H. BUTTLER

June 26, 1953

(1) 3715
(2) 3587
3) 3438

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Lindstrom Brothers

Our office is attorneys for the Mercer Steel Co., Inc., of Portland, Oregon, who furnish certain steel to Lindstrom Brothers for use in the construction of certain bridges for the State Highway Commission. Lindstrom Brothers, as we understand it, has three prime contracts with the State of Oregon for the construction of (1) Fields Bridge, (2) Dee Bridge, and (3) Snake River Bridge. Mercer Steel Company has furnished materials on each of these projects and the Lindstrom Brothers are presently delinquent in their payments to our client. We desire to file our lien pursuant to Section 98-101 O.C.L.A., and ask that you please furnish us the completion dates of any of these above named bridges, if the same have been completed.

In addition, we ask that you furnish us the name of the bonding company who has the written the bond for the Lindstrom Brothers on these three projects. We would also appreciate your furnishing us the State Highway Commission contract number, if it is readily available.

Thank you in anticipation of your kind favor.

Yours very truly,

CAKE, JAUREGUY & HARDY

BY Harold B. Hutchinson

HBH:aw

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OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

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FOR FILING

-116

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 18, 1953

(CONTRACT NO.) 3587	(EST. NO.)	(CONTRACTOR)	
3587	9-final	Lindstrom Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
8816	R-66610	$ 1,966.60	May 18, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: to Dec. 23, 1952 with Penalty

Completion Date: Dec. 23, 1952

Date Accepted: Jan. 21, 1953

Penalties: Extension of time penalty assessed

Claims: None of record

Remarks:

Date: 5-20-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

Floyd Query
~~H. B. Glaisyer~~
Acting Secretary

Warrant Mailed: MAY 21 1953
A. A. Wicklander

NOTED ON CARD

RECEIVED
1953
FOR FILING

April 29, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3587 for constructing Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road in Hood River County was completed by the contractor, Lindstrom Bros.,Inc., on December 23, 1952 and was formally accepted by the Highway Commission on January 21,1953.

Final payment in the amount of $1,966.60 will be released to the contractor on or after May 9, 1953. The total contract amount is $58,086.64, of which amount $1,163.29 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl
encl.
cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

4-29-53

RECEIVED
FOR FILING

March 20, 1953

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lindstrom Brothers, Inc., on Contract No. 3587 covering construction of the Dee Bridge over the East Fork of Hood River on the Hatchery-Lost Lake County Road in Hood River County. This payment in the amount of $5,142.44 will be released to the contractor on or after March 30, 1953. The retained percentage is $1,735.67.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - C. A. Tomassene & Sons
614 Wilcox Building
Portland 4, Oregon

Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

RECEIVED
FOR FILING

-11 (1)

January 14, 1953

Lindstrom Bros., Inc.
3424 S. E. 174th
Portland 66, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on January 6, 1953, had under discussion your request for an extension of time of 23 days, from November 30 to and including December 23, 1952, within which to complete your contract No. 3587 for constructing Dee Bridge on the Hatchery-Lost Lake County Road in Hood River County.

The Highway Commission granted your above request subject to the condition that you reimburse the State for all engineering costs incurred subsequent to August 31, 1952 as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

Norman D. Krehbiel,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
DEC 26 1952
FOR FILING

11 (1)
3527

December 23, 1952

State Highway Commission

Request for extension of time
No. 18
January 6, 1953

Gentlemen:

Re: Dee Bridge over East Fork of
Hood River, Contract 3527
Lindstrom Bros., Contractor

Herewith an application from Lindstrom Bros., contractor for the construction of the Dee Bridge over Hood River, asking for a second extension of time to and including December 23, 1952, in which to complete the work on this project.

This contract was previously extended from August 31 to November 30, 1952, subject to the provision that the contractor reimburse the State for all engineering expenses incurred during the time extension. It is recommended that this second extension be granted subject to the same conditions; namely, that the contractor reimburse the State for all engineering costs incurred during the period of the extension. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
GSP:gm

RECEIVED
FOR FILING

5-116(1)

3587

December 15, 1952

Lindstrom Bros., Inc.
3424 S. E. 174th
Portland 66, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 91 days, from August 31 to and including November 30, 1952, within which to complete your contract No. 3587 for constructing Dee Bridge over East Fork Hood River on the Hatchery-Lost Lake County Road in Hood River County.

The Highway Commission granted your request subject to the provision that you reimburse the State for all engineering costs incurred subsequent to August 31, 1952 as penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

Norman D. Krehbiel,
Resident Engineer

G. S. Paxson,
Bridge Engineer

Notice Sent
12-15-52

RECEIVED
FOR FILING

5-11(a)

3587

Salem, Oregon
December 15, 1952

Mr. S. H. Probert

Mr. G. S. Paxson

In our letter to you under date of December 1 you will find listed in the extensions of time granted at the November 24 Commission Meeting a request by Lindstrom Bros., Inc. covering contract No. 3587, for constructing Dee Bridge over East Fork Hood River, from August 31 to and including November 30, 1952.

On the face of this extension of time there is written "Without Penalty", however, in the last paragraph of Mr. Baldock's letter of recommendation to the Commission the extension is granted subject to the contractor reimbursing the State for all engineering costs incurred subsequent to August 31, 1952. This was overlooked previously.

Will you please make note of this correction.

Secretary

gl

cc: C. H. Maison
H. G. Smith

NOTED ON CARD
12-15-52

NOTED
J. W. CATTRALL

Contract 3587
S-116(1)

December 1, 1952

Honorable John E. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
Harold C. Ayers

Dear Judge:

Attached is a description in triplicate of the abandoned portion of the Lost Lake Road at the Dee bridge in Hood River County which is to be deeded back to the Oregon Lumber Company.

The description has been checked and found to be in order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:[illegible]
Att.

cc: Mr. H. G. Smith
Mr. Dean Swift

NOTED
J. F. HAGEMANN

FORM E-20 25M 1-52 88419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 21, 1952

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Building
Salem, Oregon

Dear Sir:

County Judge Shelldrake of Hood River County has asked for a description of the abandoned portion of the old road at the Dee Bridge crossing. This abandoned portion is to be deeded back to the Oregon Lumber Company.

I am forwarding this description to your office for checking as it joins the new description which was made in the Salem office. If this description is in order, would you please forward it to County Judge Shelldrake.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:md

Enc.

RECEIVED
NOV 24 1952
OFFICE OF
CONSTRUCTION ENGINEER

R

FILING

S-11-[illegible]

[illegible]

November 19, 1952

State Highway Commission

Request for extension of time
No. 16
November 24-25 meeting.

Gentlemen:

Re: Dee Bridge over East Fork Hood River
Contract 3887
Lindstrom Bros., Inc., Contractors

Herewith copy of a request for an extension of time, from August 31, 1952 to and including November 30, 1952, for the completion of the work on the Dee Bridge at Hood River.

Lindstrom Bros., contractors on this project, had secured more work than their organization could accommodate. They were late in starting the job, and the work progressed slowly because of lack of men and equipment.

It is recommended that the extension be granted subject to the contractors reimbursing the State for all engineering costs incurred subsequent to August 31, 1952, which is the contract completion date. Attached hereto is a copy of a letter from the Bureau of Public Roads concurring in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:aa
Attached

Form E-1—5M—8-47

S-116 (1)

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 3, 1952, 19

Section Dee Bridge

Kind of work Bridge, Grading & O-9

Highway Hatchery-Lost Lake Co. Road

Section prefix 214-1015

Contractor Lindstrom Bros. Inc.

Contract number 3587

Date of Contract Oct. 11, 1951, 19

Date of completion Aug. 31, 1952, 19

Date work started, 19

Estimated date of completion, 19

Amount of contract . . . . $[illegible],[illegible]92.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $

Per cent of contract completed, based on total contract price . . . . %

Engineering cost to date $, %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Parker & F[illegible] oil [illegible] job Monday except the Hatchery leg. They came back Wednesday and finished the job. The grading & oiling is complete.

RECEIVED
NOV 10 1952
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. G. SMITH

NOTED
K. D. LYTLE

Signed F. V. Blickenstaff Res. Engr.

Address Box 53, Hood River, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..........County, ...%; ....County, ...%; ....County, ...%; ....County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels.........., Power graders.........., Rollers.........., Mixers.........., Crushing or screening plants..........

Compressors.........., Bulldozers.........., Sheep-foot rollers.........., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 1[illegible] 1952

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of the State of Oregon, by and through its State Highway Commission, for authority to erect reflectorized railroad crossing signs at the highway grade crossing of highway over railroad in Main Line and Siding at East Approach to Hood River Bridge at Dee Section 7, Township 1 North, Range 10 East, Hood River County, Oregon.

PETITION

Your petitioner respectfully represents and shows the following facts:

I.

That Mt. Hood Railroad Company is the owner and operator of a railroad in Hood River County, which railroad is not a common carrier railroad, and which railroad crosses at grade a public highway known and designated as Dee-Lost Lake County Road, and which grade crossing is located in NW¼ of Section 7, Township 1 North Range 7 East in Hood River County, Oregon.

II.

That the owner of said railroad with the approval of the Public Utilities Commissioner has erected and has been for some time maintaining railroad crossing signs which consist of standard timber cross-bucks signs.

III.

That said highway is a County Road highway under the jurisdiction of Hood River County Court and the cost of the construction of the project which involves said grade crossing is to be borne in part by the State of Oregon and in part by the Federal Government.

IV.

That Section 8 of the Hayden-Cartwright Act of June 16, 1936, and amendments thereof, by which there is made available by the Federal Government funds for highway construction in the State of Oregon contains the following provision:

> "That no part of the appropriations hereafter made for the purpose of carrying out the provisions of the Federal Highway Act, or any acts amendatory thereof, or supplementary thereto, shall be approved for expenditure on any highway unless proper safety protective devices shall be installed or be in operation at any highway and railroad grade crossing or drawbridge on that portion of the highway with respect to which such expenditures are to be made, and said devices shall comply with the safety standards determined by the United States Bureau of Public Roads at that time as being adequate."

V.

That the Bureau of Public Roads has promulgated and established certain rules and regulations governing safety standards and devices which must be employed at grade crossings which serve highways qualified for improvement under the provisions of said Federal Aid Highway Act, and after providing with respect to certain types of crossings in said rules and regulations the said rules and regulations contain the following provision:

> "For all other crossings, protection with reflectorized advance warning signs and reflectorized railroad crossing signs of the cross-buck type will be considered adequate at this time, except that
>
> > "(a) Protection of crossings of important trunk highways with main and branch line railroads which are not high-speed lines may be required under one of the methods enumerated under 1.

> "(b) Non-reflectorized advance warning signs and non-reflectorized railroad crossing signs of the cross-buck type will be acceptable at railroad crossings that are not used for night operation and at railroad crossings where a satisfactory agreement is made or is in effect that train movements will be flagged across."

VI.

That the grade crossing referred to above is a crossing which comes within the provisions of the foregoing government regulation.

VII.

It is the purpose and plan of the petitioner to change the existing grade crossing signs or devices and make the same conform to the requirement of the Federal Government with respect to the foregoing rule and regulation by installing reflectorized signs.

VIII.

It is represented that the cost of altering and changing the said crossing signs so as to conform the same with the foregoing Federal requirements shall be paid by the petitioner, but thereafter the maintenance and/or rewnewal of said crossing signs or devices shall be at the expense of the owner of the railroad.

WHEREFORE, petitioner prays for an order authorizing and permitting this petitioner to alter and change said existing grade crossing signs and devices and make the same conform to the Federal requirements, and that said order require the said owner of the railroad to thereafter maintain said crossing signs or devices.

Dated at Salem, Oregon, this ____________day of _______________, 1940.

STATE OF OREGON, by and through its
State Highway Commission

By______________________________
Assistant State Highway Engineer

By______________________________

By______________________________

The undersigned officers and qualified officials or owners of the Mt. Hood Railroad Company hereby approve the foregoing petition and by this endorsement join with the petitioner in requesting that the order prayed for be granted and that the said order provide that the cost incurred in altering and changing the existing crossing signs be paid by the State and that the owner of the said railroad does hereby assume and agree to pay the cost of maintaining and/or renewing the new crossing signs or devices. The undersigned waive a hearing and notice of hearing with respect to said matter and request that an order be made upon the filing of said petition.

ATTEST:

Mount Hood Railroad Company

By A. C. Lighthall, Jr.
PRESIDENT

By ____________________

RECEIVED
AUG 8 1952
FOR FILING

111(1)

3587

Salem, Oregon
August 6, 1952

General File

Mr. W. O. Widdows
Sign Engineer
Salem, Oregon

Dear Sir:

To conform with requirements of the Public Road Administration, it will be necessary to install reflectorized cross-buck signs and reflectorized advance warning signs at the grade crossing on the Dee-Lost Lake County Road, at the east approach to the Hood River Bridge at Dee.

The crossing referred to is at Station 48+08 of the bridge over Hood River at Dee, Contract No. 3587.

The installation should be timed for completion about the same time as the construction project is completed, which is estimated to be August 31, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JAH:mlr
cc: W. E. Chandler

Form PR-1 (Revised 1946)

State **Oregon**

Federal Aid Secondary Project No. **S-116(1)**

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this **27th** day of **March**, 19**52**, by and between **The Oregon State Highway Commission** ______, constituting for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the **18th** day of **June**, 19**51**, a program, which was approved on the **7th** day of **August**, 19**51**, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the **26th** day of **September**, 19**51**; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of **thirty-six thousand, six hundred and 00/100** dollars ($**36,600.00**) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 44+74 and survey station 52+65, all in the NW 1/4, Section 7, T. 1 N., R. 10 E., W.M., without exception, , length 0.150 miles, in Hood River County, being Oregon Federal Aid / Secondary project No. S-116(1), consisting of 0.114 miles of roadway and one bridges, ~~each~~ of more than 20 feet clear span, 0.036 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-six thousand, six hundred and 00/100 dollars ($36,600.00), which does not exceed the authorized Federal pro rata share of sixty thousand, nine hundred thirty-one and 20/100 dollars ($60,931.20), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

RECEIVED
FOR FILING

January 25, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Dee Bridge Section, Project No. S-116(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWM:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-116 (1)

DEE BRIDGE SECTION OF THE
DEE ROAD IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 11, 1952

Type Code 3210
Roadway (Sta. 44+74 to 48+22)(Sta. 50+14 to 52+65)

950	cu. yds.	Special Borrow Excavation, Unclassified	$ 1.50	$ 1,425.00
650	cu. yds.	General Excavation, Unclassified	1.50	975.00
770	cu. yds.	Hauling and Placing 1" - 0 Rock in Base	3.00	2,310.00
34	M-gal.	Sprinkling	4.00	136.00
0.11	mile	Preparation of Base	2,000.00	220.00
60	cu. yds.	Hauling and Placing Aggregates	6.00	360.00
7	tons	Furnishing and Placing 150-200 Asphalt	100.00	700.00
			Subtotal	$ 6,126.00
			10% Engr. & Cont.	612.60
			Total	$ 6,738.60

Type Code X021
Bridge (Sta. 48+22 to 50+14)

All Required		Shoring, Cribbing, Etc.		$ 6,000.00
97	cu. yds.	Structural Excavation	$ 20.00	1,940.00
10	cu. yds.	Structural Excavation Below Elevation Shown	20.00	200.00
410	cu. yds.	Class "A" Concrete	65.00	26,650.00
97,000	lbs.	Metal Reinforcement	0.10	9,700.00
398	lin. ft.	Handrail	12.00	4,776.00
			Subtotal	$49,266.00
			10% Engr. & Cont.	4,926.60
			Total	$54,192.60

Length of Roadway	0.114 mile
Length of Bridge	0.036 mile
Total Length	0.150 mile
Cost per mile, Roadway	$59,110.52

Oregon State Highway Department

Federal Aid Secondary
Project No. S-116 (1)

DEE BRIDGE SECTION OF THE
DEE ROAD IN HOOD RIVER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 11, 1952

Type Code 3210
Roadway (Sta. 44+74 to 48+22)(Sta. 50+14 to 52+65)

950	cu. yds.	Special Borrow Excavation, Unclassified	$ 1.50	$ 1,425.00
650	cu. yds.	General Excavation, Unclassified	1.50	975.00
770	cu. yds.	Hauling and Placing 1" - 0 Rock in Base	3.00	2,310.00
34	M-gal.	Sprinkling	4.00	136.00
0.11	mile	Preparation of Base	2,000.00	220.00
60	cu. yds.	Hauling and Placing Aggregates	6.00	360.00
7	tons	Furnishing and Placing 150-200 Asphalt	100.00	700.00
			Subtotal	$ 6,126.00
			10% Engr. & Cont.	612.60
			Total	$ 6,738.60

Type Code X021
Bridge (Sta. 48+22 to 50+14)

All Required		Shoring, Cribbing, Etc.		$ 6,000.00
97	cu. yds.	Structural Excavation	$ 20.00	1,940.00
10	cu. yds.	Structural Excavation Below Elevation Shown	20.00	200.00
410	cu. yds.	Class "A" Concrete	65.00	26,650.00
97,000	lbs.	Metal Reinforcement	0.10	9,700.00
398	lin. ft.	Handrail	12.00	4,776.00
			Subtotal	$49,266.00
			10% Engr. & Cont.	4,926.60
			Total	$54,192.60

Length of Roadway	0.114 mile
Length of Bridge	0.036 mile
Total Length	0.150 mile
Cost per mile, Roadway	$59,110.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 6,738.60	$ 4,048.00	$ 2,690.60
Structure	54,192.60	32,552.00	21,640.60
	$60,931.20	$36,600.00	$24,331.20

COUNTY-FURNISHED AGGREGATE (NONPARTICIPATING)

830 cu. yds.	Crushed Material in Stockpile	$2.50	$ 2,075.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-116 (1)

[illegible] OF THE

[illegible] COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 25, 1951

Type Code 3210
Roadway (Sta. 44+74 to 48+22)(Sta. 50+14 to 52+65)

950	cu. yds.	Special Borrow Excavation, Unclassified	$ 1.25	$ 1,187.50
650	cu. yds.	General Excavation, Unclassified	1.50	975.00
770	cu. yds.	Hauling and Placing 1" - [illegible] Rock in Base	1.25	962.50
34	M-gal.	Sprinkling	3.00	102.00
0.11	mile	Preparation of Base	500.00	55.00
60	cu. yds.	Hauling and Placing Aggregates	2.50	150.00
7	tons	Furnishing and Placing 150-200 Asphalt	75.00	525.00
		Subtotal		$ 3,957.00
		10% Engr. & Cont.		395.70
		Total		$ 4,352.70

Type Code X021
Bridge (Sta. 48+22 to 50+14)

All Required		Shoring, Cribbing, Etc.		$ 6,000.00
97	cu. yds.	Structural Excavation	$10.00	970.00
10	cu. yds.	Structural Excavation Below Elevations Shown	12.00	120.00
410	cu. yds.	Class "A" Concrete	65.00	26,650.00
97,000	lbs.	Metal Reinforcement	0.115	11,155.00
398	lin. ft.	Handrail	12.00	4,776.00
		Subtotal		$49,671.00
		10% Engr. & Cont.		4,967.10
		Total		$54,638.10

Length of Roadway	0.114 mile
Length of Bridge	0.036 mile
Total Length	0.150 mile
Cost per mile Roadway	$38,181.57

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 4,352.70	$ 2,701.00	$ 1,651.70
Structure	54,638.10	33,899.00	20,739.10
	$58,990.80	$36,600.00	$22,390.80

COUNTY FURNISHED AGGREGATE (NON-PARTICIPATING)

830	cu. yds.	Crushed Material in Stockpile	$2.50	$2,075.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-116(1), Dee Bridge Section of the Dee Road, have today been recommended for approval, subject to such changes as may be recommended by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been acquired.

The usual number of copies of county resolution and maintenance agreement should be furnished prior to preparation of the project agreement.

Authority for advertising is granted with the understanding that the railroad grade crossing within the limits of the project shall be adequately protected in accordance with General Administrative Memorandum No. 63, before construction is completed.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING

[illegible]

3477

November 15, 1951

County Court of Hood River
Court House
Hood River, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Hood River a fully executed copy of a maintenance agreement between the State Highway Commission and Hood River County in connection with the Dee River Bridge Section, Oregon Project S-116(1) FAS Highway 306 in Hood River County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
encl. 1

RECEIVED
FOR FILING
[illegible]
[illegible]

November 15, 1951

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3587 which was awarded to you on October 11, 1951 by the State Highway Commission, for construction of the Dee Bridge over East Fork of Hood River on the Hatchery-Lost Lake County in Hood River County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 11/15 gl

RECEIVED

FOR FILING

Salem, Oregon
October 19, 1951

Mr. W. E. Chandler
Division Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

We are enclosing four copies of a petition relative to reflectorized grade crossing signs at the east approach to the Hood River Bridge at Dee. The crossings referred to are at Stations 47+08 and 47+20 on the Dee Bridge Project, Contract No. 3587.

It is requested that you contact the proper authority of the Mt. Hood Logging Company and secure their signature upon these forms.

You should obtain four signed copies. The original and one duplicate should be returned to this office as soon as possible. The third copy is for the Mt. Hood Logging Company and the fourth is for your files.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

JAH:tp

Encl.

RECEIVED
FOR FILING

S116(1)

Department of Commerce
BUREAU OF PUBLIC ROADS
Division Eight

C O P Y

408 St. Hwy. Bldg.
Salem, Oregon

October 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Allotment Authorizations, 4Q51
Nos. D35-106, D35-107, D35-109
D35-117

Dear Sir:

Attached are two copies each, subject allotment authorizations:

BPR Serial No.	Date	Project Number	Project Name	Carbon Steel Tons	Allotment Number
D35-106	10-12-51	S-35(3)	Johnson Bridge over Trask River	71	J-3-4Q51
D35-107	10-12-51	S-36(2)	Dougherty Slough Bridge	34	J-3-4Q51
D35-109	10-12-51	S-116(1)	Dee Bridge	55	J-3-4Q51
D35-117	10-12-51	UI-323(1)	McGill Overcrossing	61	J-3-4Q51

Very truly yours,

C. G. Polk
Acting District Engineer

By: W. H. Schwiesow (Signed)

W. H. SCHWIESOW
Highway Engineer

Referred to Williams by
State Highway Engineer

Noted: Williams
Gardner has Copies

Encls.
CC-C. A. Gardner

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Lindstrom Bros., Inc.
7335 N.E. Broadway
Portland 13, Oregon

Date: October 12, 1951
BPR Serial No. D35-109
State: Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Oregon S-116(1), Dee Bridge over Hood River

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel	55 tons	J-3-4051	fourth quarter 1951

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designated projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

Room 408, State Highway Building
Salem, Oregon

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the above-named projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W. H. LYNCH
Division Engineer

RECEIVED
OCT 15 1951
OREGON DISTRICT

RECEIVED
OCT [illegible] 1951
FOR FILING

3587

October 15, 1951

Lindstrom Bros., Inc.
7335 N. E. Broadway
Portland, Oregon

Gentlemen:

The State Highway Commission on October 11, 1951 awarded you Contract No. 3587 for the Tee Bridge over the East Fork of Hood River in Hood River County. This award was based on your low bid of $55,392 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HS:
Enc.

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-116(1), Dee Bridge Section of the Dee Road, to Lindstrom Brothers of Portland, low bidder in the amount of $55,392.00 at the October 11, 1951 bid opening.

Very truly yours,

CG Polk
C. G. POLK
Acting District Engineer

RECEIVED
OCT 22 1951
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

Salem, Oregon
October 10, 1951

Mr. Forrest Cooper
Right of Way Engineer

Also see letter Oct. 9, 1951
filed under FAS 620 Tillamook Co.

NOTED
J. F. HAGEMANN

Attached is a copy of a right of way option obtained by Hood River County from the Oregon Lumber Company and covering right of way required in connection with the Dee River bridge project on the Lost Lake County Road. This clears the right of way for the above project.

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Att.

NOTED
Harold C. Ayers

October 10, 1951

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

Dear Sir:

This is to acknowledge receipt of one copy of a real estate option granted by the Oregon Lumber Company to Hood River County for right of way required in connection with the Dee River bridge section of the Lost Lake County Road.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Ayers

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
HERBERT STRUCK, COUNTY COMMISSIONER
GEORGE W. KRIEG, COUNTY COMMISSIONER

HOOD RIVER, OREGON

October 9 1951

R. H. Baldock, Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Attention: John W Cattrall, Engineer,
County and City Relations

Dear Sir:

Refering to my telephone conversation with your Mr. Hageman this monring.

I am enclosing a copy of the Real Estate Option granted by the Oregon Lumber Company to Hood River County for Right of way, Dee Bridge Section of the Lost Lake Road. This option is for 8 months from date.

Very truly yours,

Hood River County Court

By John H Sheldrake
John H Sheldrake County Judge

NOTED
Harold C. Ayers

RECEIVED
OCT 10 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 10, 1951

NOTED
W. C. WILLIAMS

116(1)

Copy to
Mr. Provost

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon FAS-116, Dee Road in Hood River County is approved today subject to the condition that the railway grade crossing within the limits of the project shall be eliminated or adequately protected in accordance with G.A.M. No. 63.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

[illegible] D
STATE HI[illegible]SSION

RECEIVED
OCT [illegible] 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 10, 1951

[illegible]

[illegible]

Copy and enclosures to Mr. Parson

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon S-116(1), Dee Bridge Section of the Dee Road in Hood River County.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

NOTED
W. C. WILLIAMS

Encls.

STATE HIGHWAY COMMISSION

NOTED
J. W. CATTRALL

October 1, 1951

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are seven copies each of a standard form of maintenance agreement and encroachment resolution for execution by the Hood River County Court in connection with the Dee River Bridge Section, Federal Aid Secondary Project No. S-116(1). Execution of this agreement and resolution is a requirement of the Federal Bureau of Public Roads and must be accomplished prior to award of a contract.

The maintenance agreement provides that Hood River County will maintain the section after construction in a manner satisfactory to the Federal Bureau of Public Roads. The encroachment agreement provides that the County will permit no encroachments upon the right of way which will permanently interfere with the free and convenient flow of traffic.

Please return all seven copies of the maintenance agreement and six copies of the encroachment resolution, signed by the County Court and attested by the County Clerk, to this office prior to October 5. After signature by the State Highway Commission a fully executed copy of the maintenance agreement will be returned for the County's records.

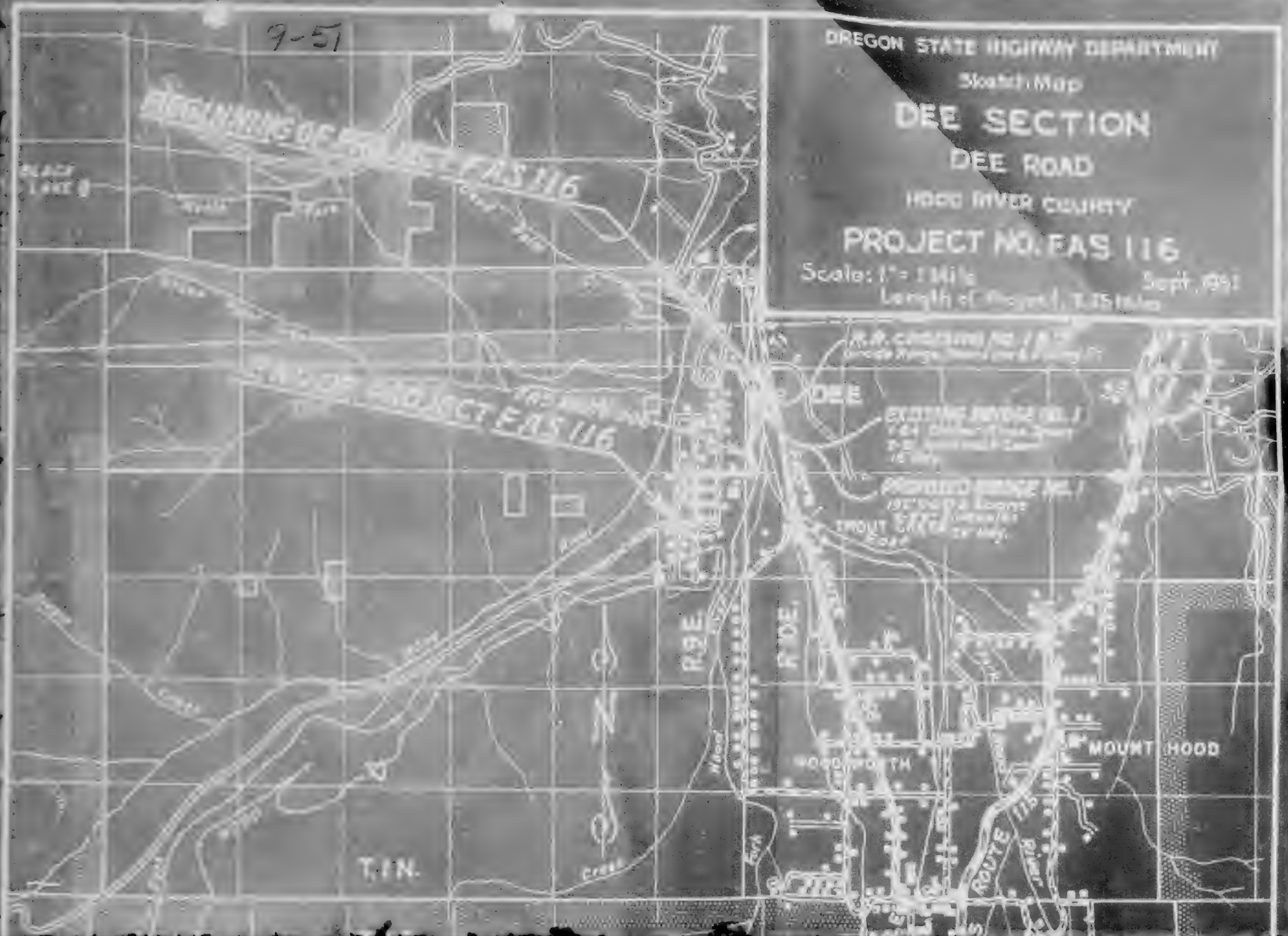
Enclosed for your information and records is a set of plans and specifications for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.



9-51
BEGINNING OF PROJECT EAS 116
END OF PROJECT EAS 116
BLACK LAKE
R.R. CROSSING NO. 1
DEE
EXISTING BRIDGE NO. 1
PROPOSED BRIDGE NO. 1
TROUT CREEK
R.9E.
R.10E.
T.1N.
WOODWORTH
MOUNT HOOD
ROUTE 113
Hood
River
Creek

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

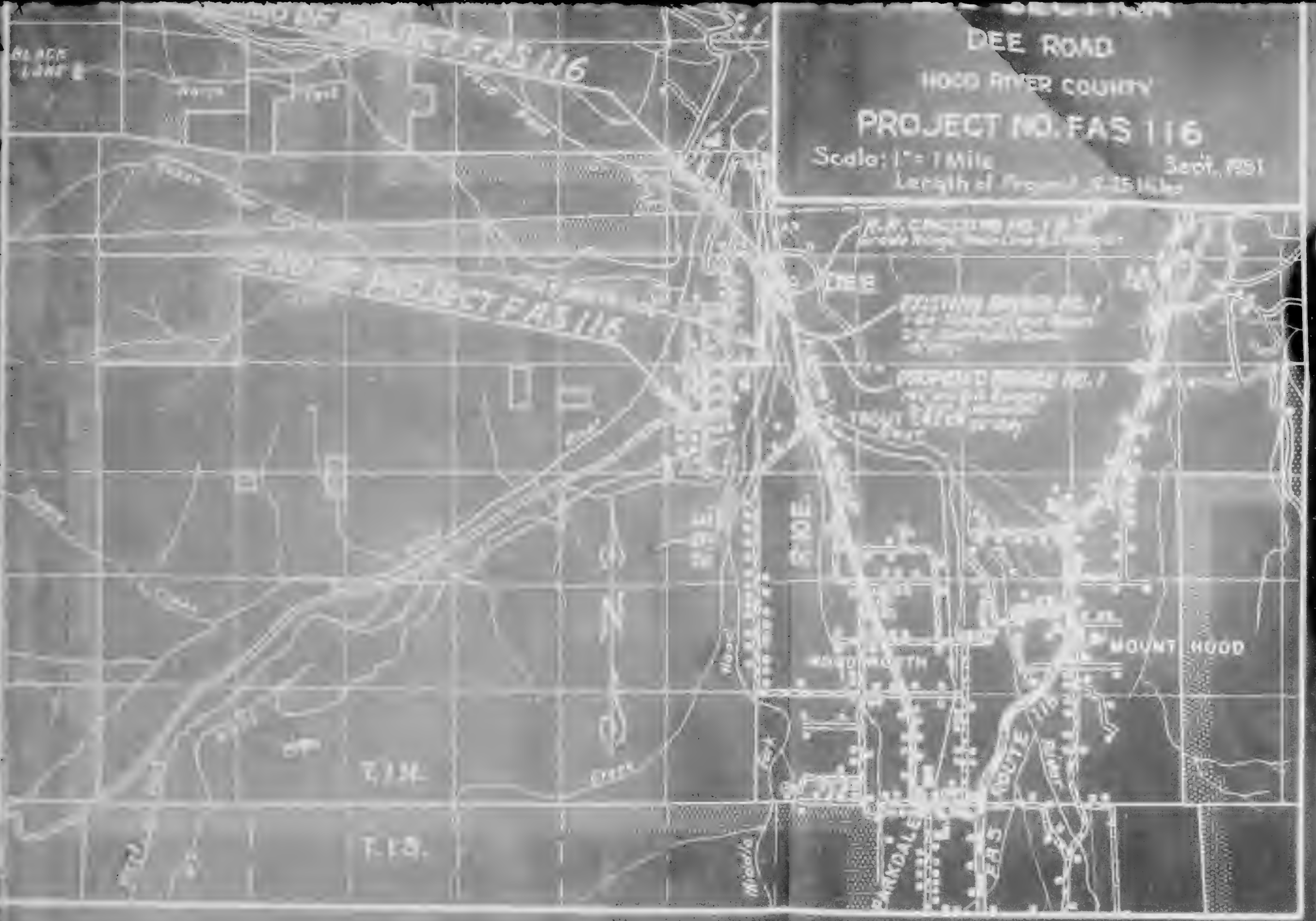
DEE SECTION

DEE ROAD

HOOD RIVER COUNTY

PROJECT NO. EAS 116

Scale: 1" = 1 Mile
Length of Project, 1.15 Miles
Sept. 1951


DEE ROAD
HOOD RIVER COUNTY
PROJECT NO. FAS 116
Scale: 1" = 1 Mile
Sept., 1951
Length of Project
END OF PROJECT FAS 116
END OF PROJECT FAS 116
R.R. CROSSING NO. 1
DEE
EXISTING BRIDGE NO. 1
PROPOSED BRIDGE NO. 1
TROUT CREEK
Creek
Hood
R.9E.
R.10E.
T.1N.
T.1S.
PARKDALE
FAS ROUTE 116
Middle
Fork
MOUNT HOOD
River

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
HERBERT STRUCK, COUNTY COMMISSIONER
GEORGE W. KRIEG, COUNTY COMMISSIONER

HOOD RIVER, OREGON

NOTED
J. W. CATTRALL

September 26 1951

Dee Bridge
Hood River County

R H Baldock,State Highway Engineer,
Oregon State Highway Commission,
Salem,Oregon

Attention: John W Cattrall,Engineer,
County and City Relations

Dear Sir:

As I advised you on the 22nd. we have submitted the maps and the Options to Mr. Jack Eccles, Vise-President of the Oregon Lumber Company for their execution.

Mr. Eccles came back yesterday with the papers unsigned as he found that the maps still showed the 55 ft north from center of the old right of way to the center of the new location, instead of 61 feet. I went with him to the State Highway Office here and Engineer Blickenstaff explianed to Mr. Eccles the cprrected description on the Option. Mr. Eccles then explained that he would have Carl Reese an engineer who has been working at Dee also ~~the~~ check the description. Mr. Reese was in the Court House this morning and I talked to him and he explained that he was now checking the description.

NOTED
Harold C. Ayers

However in the meantime Mr. Eccles has gone on a trip and as he explained to me he will be back about October 7th.

I will follow up and contact him on his return. Seems there is nothing else we can do but wait. Sorry for the delay.

NOTED
J. F. HAGEMANN

Very truly yours,

Hood River County Court

By John H Sheldrake
John H Sheldrake County Judge

RECEIVED
SEP 27 1951
[illegible]

RECEIVED
1 - 1951
FOR FILING

September 25, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the railway grade crossings at Stations 47+08 and 47+20 of the east approach to the Hood River Bridge at Dee, Project S-116 (1).

The railroad crossed is the Mt. Hood Logging Railway. It is not a common carrier. One of the crossings is a crossing of the main line; the other is a crossing of a siding. The rail traffic on the main line averages three trains per day. The highway traffic at the crossing is 900 ADT. Signs protecting the crossings are not reflectorized.

To meet the requirements of General Administrative Memorandum No. 63, the State will install two reflectorized crossbuck signs and two reflectorized advance warning signs. The installation will be made before construction of Project S-116 (1) is completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

IVED
1951
FOR FILING

[illegible]
Fed. Aid
Prog. & Proj.
S-116(1)

September 19, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Permission is requested for the State to furnish to the contractor the crushed rock required in surfacing construction on the approaches to the bridge over the East Fork of Hood River at Dee, Project S-116 (1), for which bids are to be received on October 12.

Our purpose in this is to avoid the expense of a roadside crushing plant setup for the production of only 830 cubic yards of crushed material.

The materials proposed to be furnished to the contractor are available in county-owned stockpiles of maintenance rock with a haul of less than three miles.

Federal participation in the cost of the rock is not expected. Neither will any charge be made to the contractor.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
HERBERT STRUCK, COUNTY COMMISSIONER
GEORGE W. KRIEG, COUNTY COMMISSIONER

HOOD RIVER, OREGON

NOTED
J. W. CATTRALL

September 22 1951

Dee Bridge
Hood River County

R H Baldock, State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Attention: John W. Cattrall, Engineer,
County and City Relations

NOTED
J. F. HAGEMANN

Dear Sir:

This letter will acknowledge receipt on the 19th. of the 5 copies of the revised option, Oregon Lumber Co to Hood River County, covering the right of way to be acquired by Hood River County in connection with the Dee Bridge section of the Lost Lake County Road. Also the two prints of Map No. 5B-31-15.

These were delivered to Mr. Jack Eccles, Vice-President of the Oregon Lumber Company, on the 20th. and he was asked to expedite the signing of the Option as we explained to him that you wished to let the contract at the October 11-12 meeting.

We will follow up and endeavor to get action on the Option.

Very truly yours,

Hood River County Court

By John H. Sheldrake
John H. Sheldrake County Judge

RECEIVED
SEP 24 1951
ENGINEER
COUNTY [illegible] RELATIONS

NOTED
Harold C. Ayers

RECEIVED
1951
FOR FILING

3087

September 21, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint copies of project statement map for the Dee Road, Project No. FAS 116.

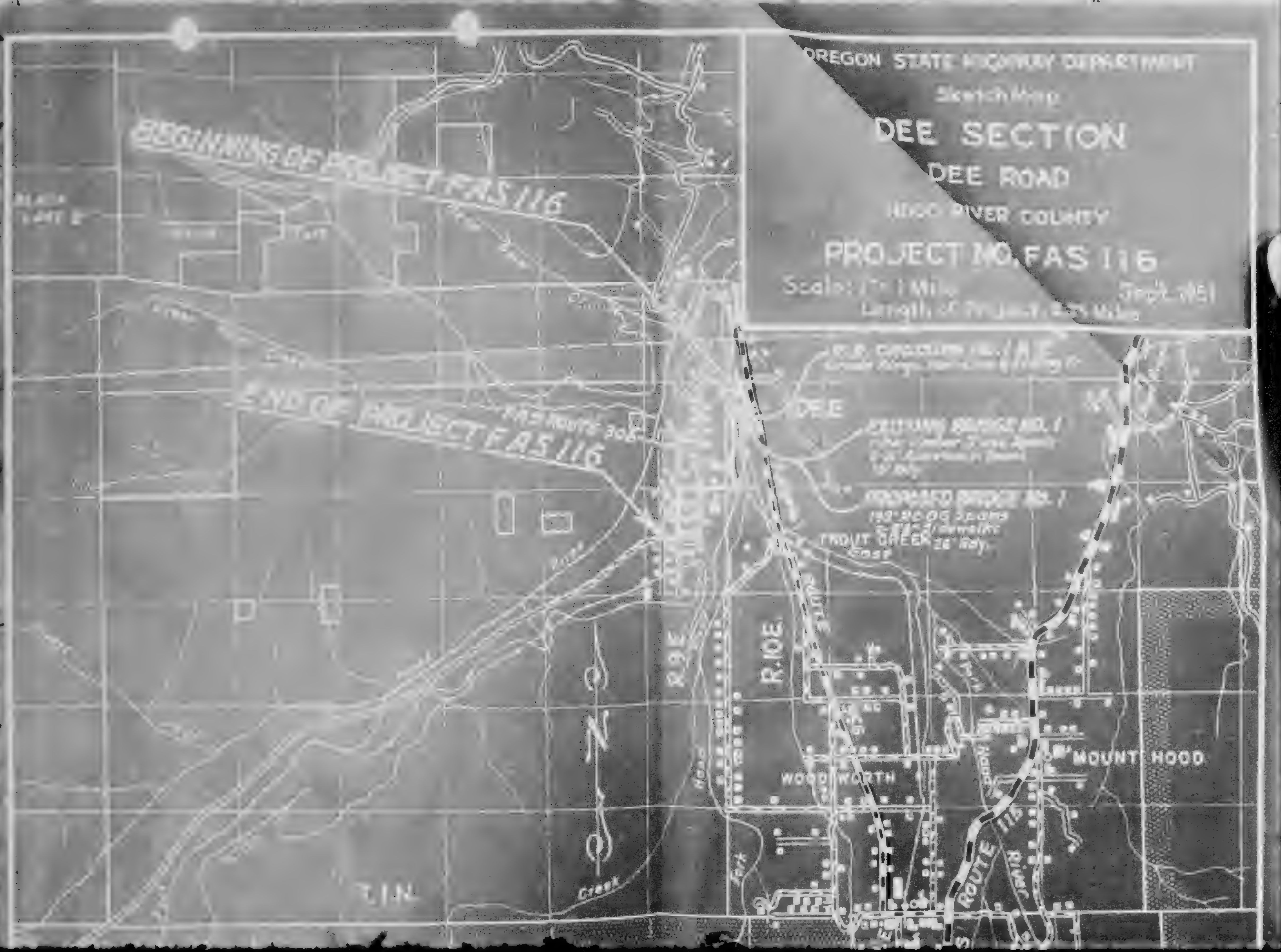
Very truly yours,

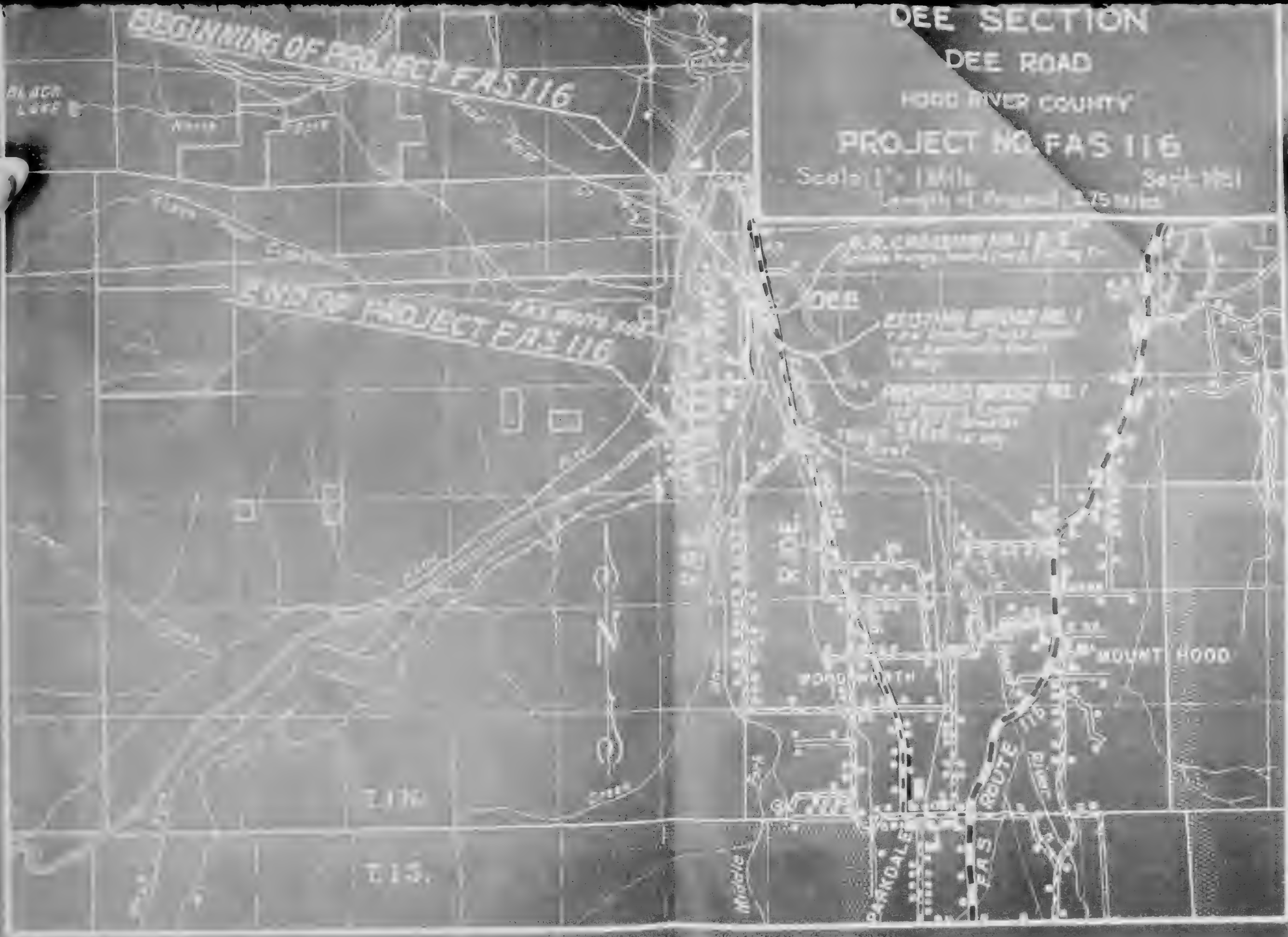
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs


OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
DEE SECTION
DEE ROAD
HOOD RIVER COUNTY
PROJECT NO. FAS 116
Scale: 1" = 1 Mile
Sept. 1951
Length of Project
BEGINNING OF PROJECT FAS 116
END OF PROJECT FAS 116
FAS Route 308
DEE
PROPOSED BRIDGE NO. 1
TROUT CREEK
East
R.9E.
R.10E.
T.1N.
N
WOODWORTH
MOUNT HOOD
ROUTE 116
River
Road
Fork
Creek



DEE SECTION
DEE ROAD
HOOD RIVER COUNTY
PROJECT NO. FAS 116
Scale 1" = 1 Mile
Sept-1951
Length of Project
75 miles
BEGINNING OF PROJECT FAS 116
END OF PROJECT FAS 116
Black Lake
DEE
R. DE.
WOODWORTH
MOUNT HOOD
PARKDALE
FAS ROUTE 116
Middle Fork
T.1 N.
T.1 S.

NOTED
J. W. CATTRALL

FORM E 123X 25M 5-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

September 20, 1951

Hood River County Court
Hood River County
Hood River, Oregon

RECEIVED
SEP 24 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

Gentlemen:

The State Highway Commission plans to call for bids at its October 11-12 meeting on the Dee Bridge Section of FAS Highway 306. The construction of this bridge will be Federal Aid Secondary Project No. S-116-(1).

The bridge will consist of one 58', one 76', and one 58' reinforced concrete deck girder spans for an overall bridge length of 192'. The roadway width will be 26' with 3-1/2' sidewalks on each side. Roadway work to connect the bridge with the existing roads will also be performed. This roadway work will consist of grading, base rock, and an oil mat 22' wide with 7' gravel shoulders on each side.

New regulations pertaining to Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects. This concurrence must be obtained before a project can be advertised for bidding. For this reason it would be appreciated if the Court will indicate its approval on the bottom of the extra copy of this letter and return it to this office not later than September 27.

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall
By: John W. Cattrall
Engineer, County and City Relations

September 22nd 1951

We concur in the above project.

John H. Sheldrake, County Judge
Hubert A. [illegible] Commissioner
George W. Krieg, Commissioner

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

September 18, 1951

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are five copies of a revised option form covering the right of way to be acquired by Hood River County in connection with the Dee River Bridge section of the Lost Lake County Road in Hood River County.

Also enclosed is a copy of Mr. Blickenstaff's letter of August 29 for your information.

Two prints of Map No. 5B-31-15 accompany the option forms.

As it is planned to call for bids on this project at the October 11-12 Commission meeting, anything you can do to expedite the acquisition of this right of way will be appreciated. Please forward a signed copy of the option or deed to this office after negotiations have been completed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
Harold C. Ayers

FORM E-30 25M 8-51 47196

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
September 14, 1951

SUBJECT: File No. 17593
Dee Bridge
Los Lake County Road

To: Mr. John Cattrall
County and City Relations Engineer
OFFICE

NOTED
J. F. HAGEMANN

Dear Mr. Cattrall:

Attached hereto is a re-typed option form for Hood River County to acquire right of way for the Dee Bridge Section of the Lost Lake County Road in Hood River County.

Mr. McAllister, in checking this description noted on the side thereof: "Description has been corrected to conform to the change suggested in Blickenstaff letter of 8/29."

A copy of Mr. Blickenstaff's letter to Mr. Dean Swift is enclosed for your information. Enclosed also are two prints of our map No. 5B-31-15.

Yours very truly,

J. M. DEVERS

By Earl F. Saling
EARL F. SALING

EFS/mab
Attach: option form, map /2/ letter

cc: F. Cooper
cc: E. A. Pease

NOTED
Harold C. Ayers

RECEIVED
SEP 18 1951
ENGINEER
COUNTY [illegible] RELATIONS

NOTED
J. W. CATTRALL

September 10, 1951

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

NOTED
J. F. HAGEMANN

Dear Judge:

I am writing to you for information regarding the status of the right of way negotiations in connection with the Dee Bridge project. It is contemplated that this project will be up for bids at the October 11-12 meeting of the State Highway Commission. It would be appreciated if one signed copy of the option or a copy of the deed would be returned to this office as soon as possible. You will recall that the original description was revised. Please use the Real Estate Option File No. 17593 bearing the date of July 27, 1951.

We like to have all right of way matters cleared before a project is advertised. As time is fast growing short, it will be appreciated if this matter can be given your earliest attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

August 1, 1951

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

Dear Judge:

I hand you herewith a revised real estate option, file number 17593. This option is in connection with the Dee bridge section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

NOTED
[illegible]

NOTED
Harold C. Ayers

FORM E-30 25M 7-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 30, 1951

SUBJECT: File No. 17593
Dee Bridge Section
Lost Lake Road

To: Mr. John W. Cattrall
County and City Relations Engineer
State Highway Department
Office

Dear Sir:

Since May 21, 1951, when we submitted option forms for the acquisition of a parcel of property in Hood River County, the description concerning the property in question was revised. Therefore, we are forwarding a retyped option, in quadruplicate, bearing the revision date of July 27, 1951.

The additional information furnished by our letter of May 21st still applies.

File No.	Grantor	Area
17593	Oregon Lumber Company	1.54 acres (same area as original - new alignment)

Yours very truly,

J. M. DEVERS
By Richard F. Smart

RICHARD F. SMART

bdr
Enc.
cc: F. Cooper

RECEIVED
JUL 30 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
HERBERT STRUCK, COUNTY COMMISSIONER
GEORGE W. KRIEG, COUNTY COMMISSIONER

NOTED
J. W. CATTRALL

July 16 1951

NOTED
J. F. HAGEMANN

John W Cattrall, Engineer,
County & City Relations,
State Highway Department,
Salem, Oregon

Dear Mr. Cattrall: Re: Dee Bridge

We had a meeting and a hearing here the 13th. before the Public Utility Deputy Commissioner and State highway engineers in regard to shifting the R R crossing at Dee also to change the plans for the bridge, that is moving the center line 6 more feet north of the first plans, that is the center line will be 61 feet north of the center line of the old right of way.

I returned in care of Mr. De Souza, the 2 copies of the old plans and the 5 copies of the Option to buy from the Oregon Lumber Company for the new amendment. As soon as we receive them corrected we will present them to the Oregon Lumber Company for execution.

Very truly yours,

Hood River County Court

By John H Sheldrake County Judge
John H Sheldrake

RECEIVED
JUL 17 1951
ENGINEER
COUNTY & CITY RELATIONS

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
HERBERT STRUCK, COUNTY COMMISSIONER
GEORGE W. KRIEG, COUNTY COMMISSIONER

NOTED
J. W. CATTRALL

June 11 1951

John W Cattrall, Engineer,
County and City Relations,
State Highway Department,
Salem, Oregon

Dear Mr. Cattrall:

Receipt is acknowledged of your letter of the 4th., with 2 copies of plans and 5 copies for Option to buy from the Oregon Lumber Company, a tract of land 60 feet wide for the new location of the bridge at Dee.

I called in Mr. Jack Eccles, Vice-President of the Oregon Lumber Company and gave him your letter and the other documents. He in turn will send them on to the head office in Salt Lake City. You will undoubtedly hear from the Company in the near future. If you do not please advise.

Veey truly yours,

Hood River County Court

By John H. Sheldrake
John H Sheldrake County Judge

RECEIVED
JUN 12 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

June 4, 1951

Honorable John H. Sheldrake
Hood River County Judge
Hood River, Oregon

Dear Sir:

Enclosed please find five copies of "Real Estate Option-File No. 17593," also two prints of a map covering the right-of-way to be acquired in connection with the Dee bridge project.

It is contemplated that this bridge project will be up for bids at either the July or August meeting of the Highway Commission. It will be appreciated if this matter can be given your earliest attention. Please return one signed copy of the option or a copy of the deed to this office in order that we may know the provisions of the transaction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Encl.

FORM E-30 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1951

SUBJECT: File No. 17593
Dee Bridge Section
Lost Lake Road

To: John W. Cattrall
County and City Relations Engineer
State Highway Dept.
Salem, Oregon

Dear Sir:

Attached hereto in quadruplicate are option forms for the County to acquire a parcel of property for the Dee Bridge on the Lost Lake County Road, in Hood River County. This right of way is needed for the July or August Commission meeting.

A copy of the Bridge Department drawing No.9882 is enclosed, together with a copy of Mr. Paxson's letter of May 8, 1951

When this right of way is optioned or deeded, please have the County give us a copy of the instrument so that we may know the provisions of the transaction.

File	Name	Area
17593	Oregon Lumber Company	1.54 acres

Yours very truly,

J. M. DEVERS

By Earl F Saling
EARL F. SALING

EFS/mab
Attach: option forms, map, letter copy

cc: R.W. Cozad
Forrest Cooper

RECEIVED
MAY 22 1951
ENGINEER
COUNTY & CITY RELATIONS

C
O
P
Y

FORM E-30 25M 8-50 42200

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1951

SUBJECT: Dee Bridge over Hood River
(Bridge No. 7406)

To: Mr. Forrest Cooper
Right of Way Engineer
OFFICE

Dear Sir:

One of our Federal Aid Secondary projects on a county road is the construction of a bridge and a short section of approach grading and surfacing at the East Fork of Hood River at Dee in Hood River County. I met with one of the count commissioners and with Mr. Wirrick, the General Superintendent of the Oregon Lumber Company, and they agree to give to the county the necessary right of way across their property. The county in return was to give them the old right of way or as much of it as is not imposed in the right of way for the new line.

I am attaching hereto a copy of the description of the new right of way and three prints from our Drawing 9822, which is the vicinity map for this project. I would suggest that this be taken up with the County Court of Hood River County so that they can secure the necessary right of way from the Oregon Lumber Company.

Very truly yours,

/s/ G. S. Paxson

G.S. Paxson
Bridge Engineer

GSP:gm
Attached

cc W. C. Williams

FORM E-129X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

NOTED
J. W. CATTRALL

June 2[illegible], 1950

JUN 23 1950

Oregon State Highway Commission

Gentlemen:

I hand you herewith a copy of a letter addressed to John W. Cattrall, County and City Relations Engineer, by the County Court of Hood River County, requesting that the Highway Commission give consideration to the replacement of the bridge over the Middle Fork of Hood River at Dee, on Federal-aid Secondary Highway No. 3[illegible] (county road), in the next construction program.

The bridge in question is a 1[illegible]-foot timber span built in 1917. In 1937 decay was noticed at the bottom chords, and auxiliary bents were placed on the west end. Since 1937 considerable repairs have been necessary to keep the bridge in operation, and the truss is now in such condition that it is being retained in service only by reason of temporary repairs, and the structure is in danger of failing at any time.

The estimated cost of replacing the bridge is [illegible], and it is not covered in the tentative construction program now being considered for the next three years. I believe this bridge should be given serious consideration in the next program, and, when the tentative program is being given final consideration, this project should have your attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. W. C. Williams
Mr. John W. Cattrall ✓
Mr. G. S. Paxson

HOOD RIVER COUNTY COURT

Hood River, Oregon

C
O
P
Y

May 5, 1950

John W. Cattrall, Acting Engineer
County & City Relations
Oregon State Highway Commission
P. O. Box 30
Salem, Oregon

Dear Mr. Cattrall:

Refering to our request for Federal Aid Secondary project to replace the Dee bridge.

We have recently removed the roof and side boards from this bridge as it has been a bad fire hazard.

At this time we are asking the Commission to consider this project when making their 1951-52 Budget.

The County Court would be glad to appear before the Commission if requested or if felt necessary.

Very truly yours,

Hood River County Court

(sgd) John H. Sheldrake County Judge

(sgd) R. E. Arens Commissioner

(sgd) Herbert A. Struck Commissioner

FORM E-122X 25M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

June 20, 1950

NOTED
J. W. CATTRALL

Hon. John H. Sheldrake
County Judge of Hood River County
Hood River, Oregon

Dear Judge Sheldrake:

With reference to your letter of May 5, addressed to Mr. John W. Cattrall, County and City Relations Engineer, please be advised that your request for replacement of the Dee bridge will be brought to the attention of the State Highway Commission for its consideration in the preparation of the 1951-52 program.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. John W. Cattrall

RECEIVED
JUN 21 1950
ENGINEER
COUNTY & CITY RELATIONS

Salem, Oregon
May 10, 1950

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

Attached is a letter from the Hood River County Court requesting the Commission to give serious consideration for the inclusion of the Dee River bridge in the 1951-52 FAS program.

Mr. Cattrall's letter to you of February 8, 1950, with attachments gives further details in connection with this bridge. At that time Mr. Cattrall recommended that the project be considered for the next construction program.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Att.

May 10, 1950

Honorable John H. Sheldrake
County Judge, Hood River County
Hood River, Oregon

Dear Sir:

This is to acknowledge receipt of a letter of May 5 signed by the Hood River County Court requesting that the replacement of the Dee River bridge be given consideration by the Highway Commission in making up their 1951-52 budget.

This letter is being forwarded to Mr. W. C. Williams, Assistant State Highway Engineer, who will in turn present it to the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
R. W. ARENS, COUNTY COMMISSIONER
HERBERT STRUCK, COUNTY COMMISSIONER

May 5 1950

John W. Cattrall,Acting Engineer,
County & City Relations,
Oregon State Highway Commission,
P. O. Box 30,
Salem,Oregon

Dear Mr. Cattrall:

Refering to our request for Federal Aid Secondary project to replace the Dee bridge.

We have recently removed the roof and side boards from this bridge as it has been a bad fire hazard.

At this time we are asking the Commission to consider this project when making their 1951-52 Budget.

The County Court would be glad to appear before the Commission if requested or if felt necessary.

Very truly yours,

Hood River County Court

John H. Sheldrake County Judge
R.W. Arens Commissioner
Herbert A. Struck Commissioner

NOTED
W. C. WILLIAMS

RECEIVED
MAY 10 1950
ENGINEER
COUNTY & CITY RELATIONS

Department of Commerce
BUREAU OF PUBLIC ROADS
~~PUBLIC ROADS ADMINISTRATION~~
~~FEDERAL WORKS AGENCY~~
DIVISION EIGHT

~~[illegible]~~
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

May 2, 1950

NOTED
J. W. CATTRALL

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

R.M.P.

(Through District Office)

Dear Mr. Baldock:

The revision of Oregon Federal aid secondary Route 306 in Hood River County requested by your April 11 letter to our District Engineer is approved, effective this date, under the provisions of the Federal-aid Highway Act of 1944.

Since this change involves only the correction of a drafting error no supplemental tabulation is required.

The signatures of the County Court members on the map are accepted as evidence that the county officials have been advised of the map correction.

Very truly yours,

W H Lynch

W. H. LYNCH,
Division Engineer

RECEIVED
MAY 4 1950
ENGINEER
TIONS

cc: John W Ca tra
Encl.

By: W. C. Williams
Assistant State Highway Engineer

FORM E-123X 10M 2-48

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
A. W. SCHAUPP, MEMBER
KLAMATH FALLS
BEN. R. CHANDLER, MEMBER
COOS BAY

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 11, 1950

NOTED
J. W. CATTRALL

RECEIVED
APR 12 1950
ENGINEER

Mr. T. M. Davis, District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

It is requested that F.A.S. Highway No. 306 in Hood River County be revised to follow the route indicated in red on the enclosed general highway map of Hood River County for the following reasons:

(1) It was the original intention of the Hood River County Court that F.A.S. Highway 306 follow the route shown in red.

(2) As indicated by the traffic volumes, this is the main traveled road between Lost Lake and Dee.

(3) As the principal road in this area it has been improved by the county to an oiled surface up to and beyond the end of the F.A.S. highway.

(4) The route as submitted and approved was erroneously shown following the road colored in orange on the enclosed map. This was due to a drafting error in transferring the route from a small scale map.

(5) The approved description and mileage covers the route as shown in red.

As there will be no change in the description or mileage, it is requested that this revision be approved as a minor change due to a map error in the original submission.

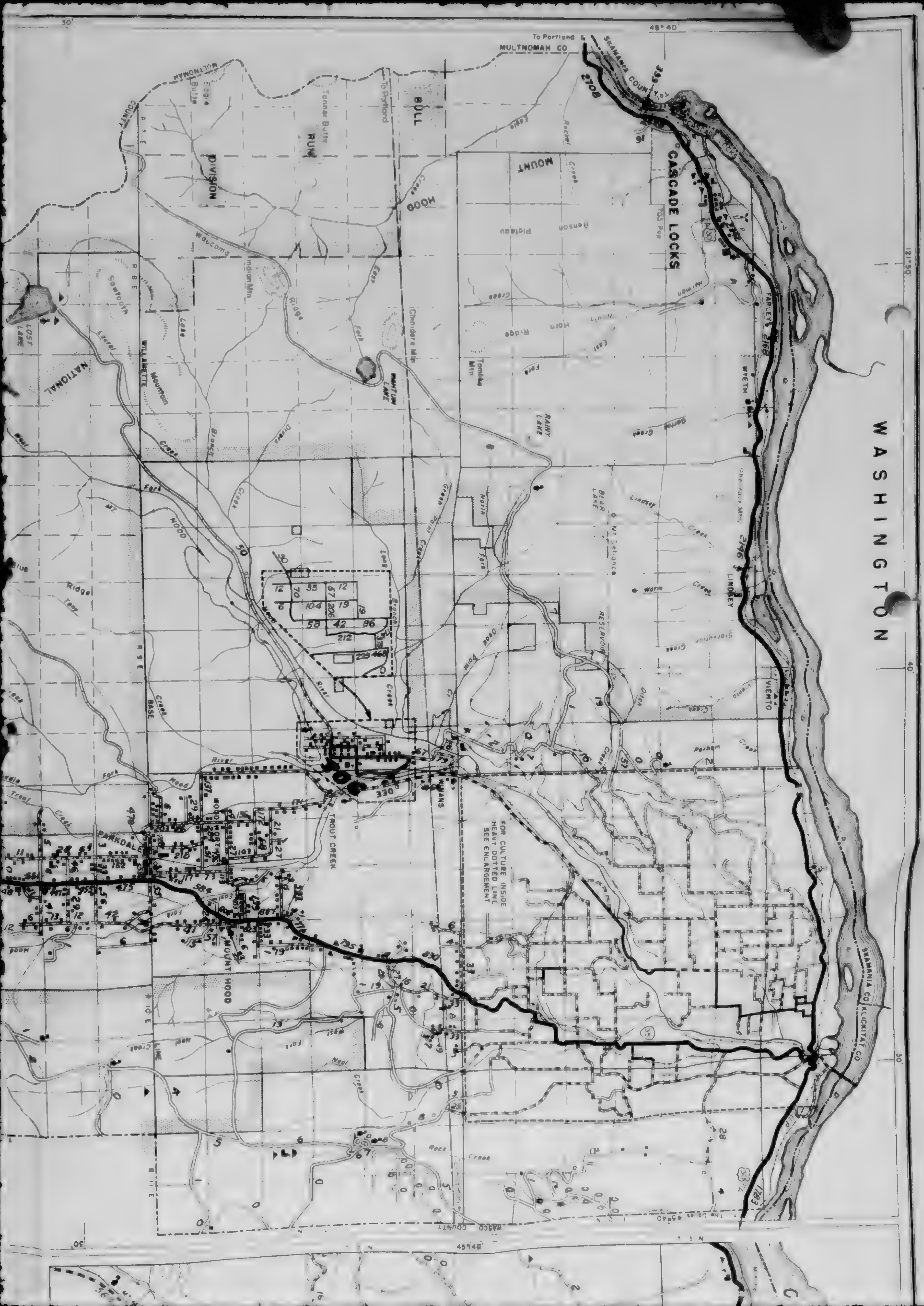
Five copies of the general highway map on which this revision is indicated are enclosed. Each copy has been signed by the Hood River County Court indicating their approval.

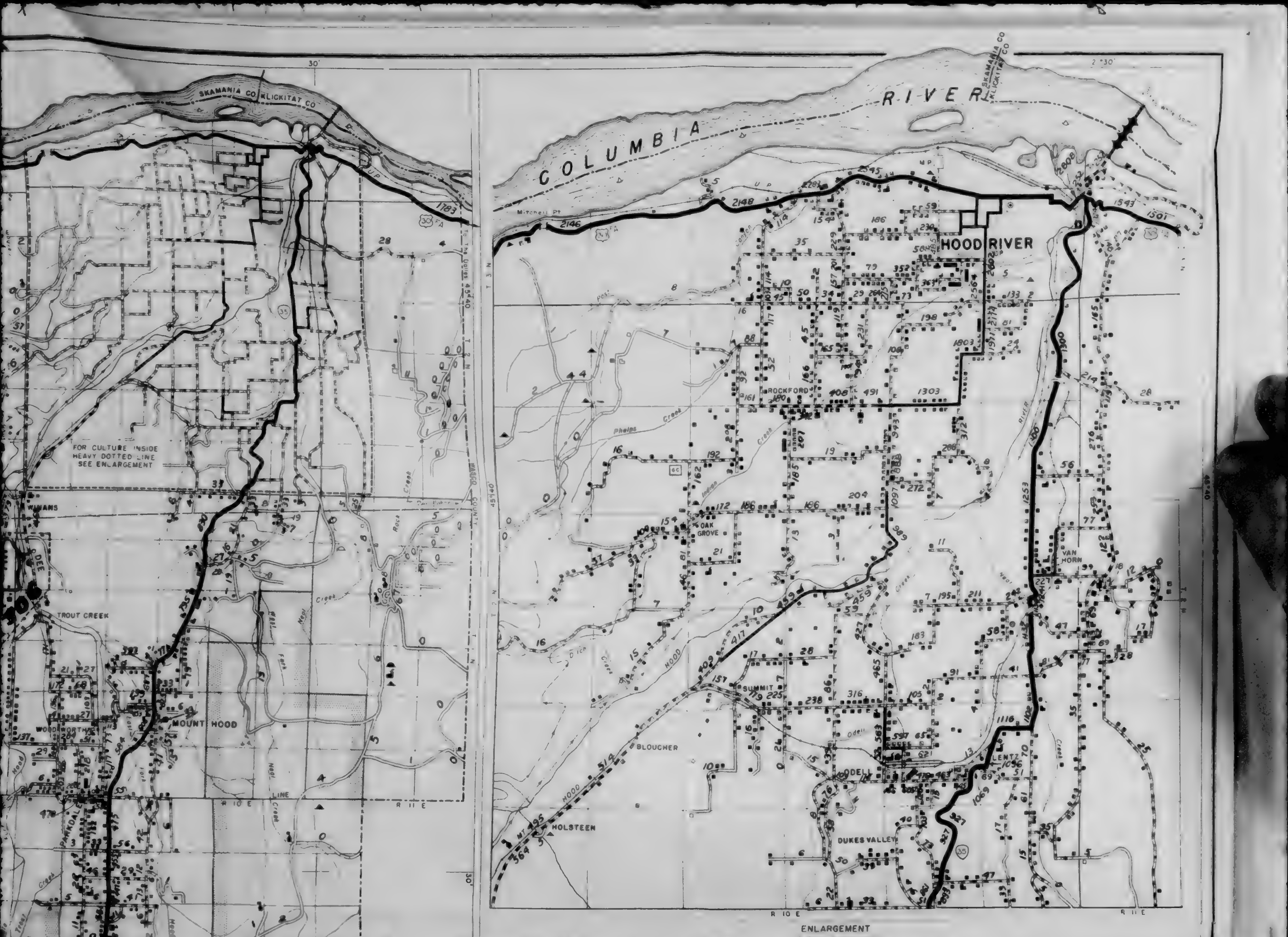
Very truly yours,

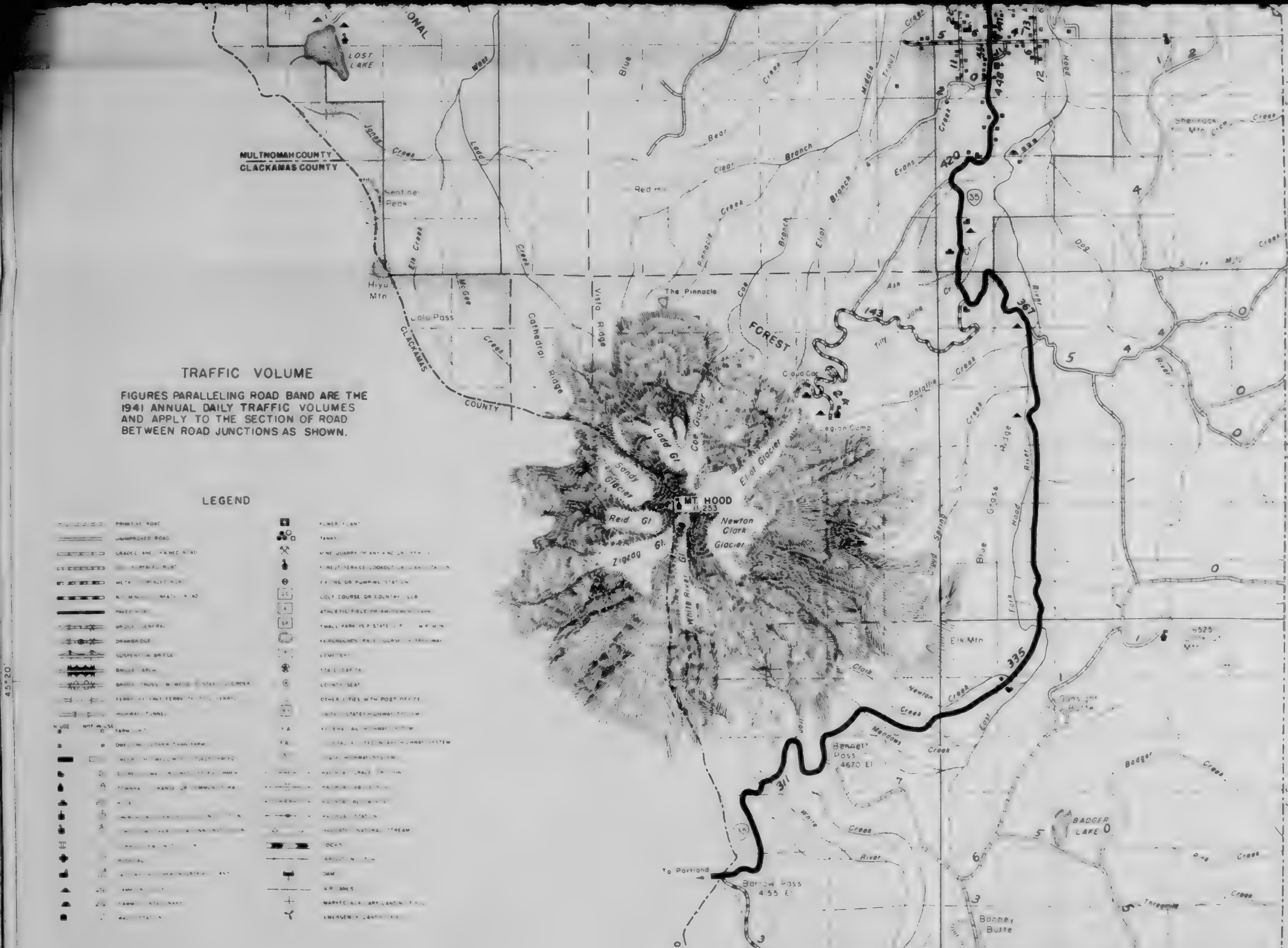
R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

[illegible]
Encl.


WASHINGTON
CASCADE LOCKS
703 Pop
To Portland
MULTNOMAH CO
MULTNOMAH COUNTY
SKAMANIA COUNTY
SKAMANIA CO
KLICKITAT CO
WASCO COUNTY
BULL RUN DIVISION
MOUNT HOOD
NATIONAL
WILLAMETTE
Tanner Butte
Eagle Butte
Benson Plateau
Horn Ridge
Tomlike Mtn
Indian Mtn
Chinidere Mtn
Wauconna Ridge
Sawtooth Mountain
Blue Ridge
Mt Defiance
LOST LAKE
WAHTUM LAKE
RAINY LAKE
BEAR LAKE
RESERVOIR
FARLEYS
WYETH
LINDSEY
VIENTO
PARKDALE
MOUNT HOOD
TROUT CREEK
DEE
FOR CULTURE INSIDE HEAVY DOTTED LINE SEE ENLARGEMENT
BASE LINE
R 8 E
R 9 E
R 10 E
R 11 E
T 1 N
T 3 N
45°40'
45°45'
121°50'
30'
40'
2708
2168
2196
1783


COLUMBIA RIVER
SKAMANIA CO
KLICKITAT CO
HOOD RIVER
Mitchell Pt.
ROCKFORD
OAK GROVE
SUMMIT
BLOUCHER
HOLSTEEN
ODELL
DUKES VALLEY
LENTZ
VAN HORN
Phelps Creek
Indian Creek
Neal Creek
HOOD
RIVER
MOUNT HOOD
PARKDALE
WOODWORTH
TROUT CREEK
DEE
WINANS
FOR CULTURE INSIDE
HEAVY DOTTED LINE
SEE ENLARGEMENT
Rock Creek
WASCO COUNTY
To The Dalles
45°40'
30'
R 10 E
R 11 E
T 2 N
T 3 N
ENLARGEMENT
T 2 N, R 10 E W.M.
AND


MULTNOMAH COUNTY
CLACKAMAS COUNTY
LOST LAKE
Kentner Peak
Hiyu Mtn
Lolo Pass
CLACKAMAS COUNTY
Cathedral Ridge
Vista Ridge
The Pinnacle
FOREST
Cloud Cap
Legion Camp
MT HOOD
11,253
Sandy Glacier
Ladd Gl
Coe Glacier
Eliot Glacier
Reid Gl
Zigzag Gl
White River Gl
Newton Clark Glacier
Elk Mtn
Blue Grass Ridge
Bennett Pass
4670 El
Barlow Pass
4155 El
To Portland
Bonney Butte
BADGER LAKE
Gunsight Butte
5525
CLACKAMAS CO
WASCO CO
R 9 E
WASCO COUNTY
R 10 E
WASCO COUNTY
420
448
143
367
335
311
35
45°20'
121°50'
40
30'
LEGEND

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

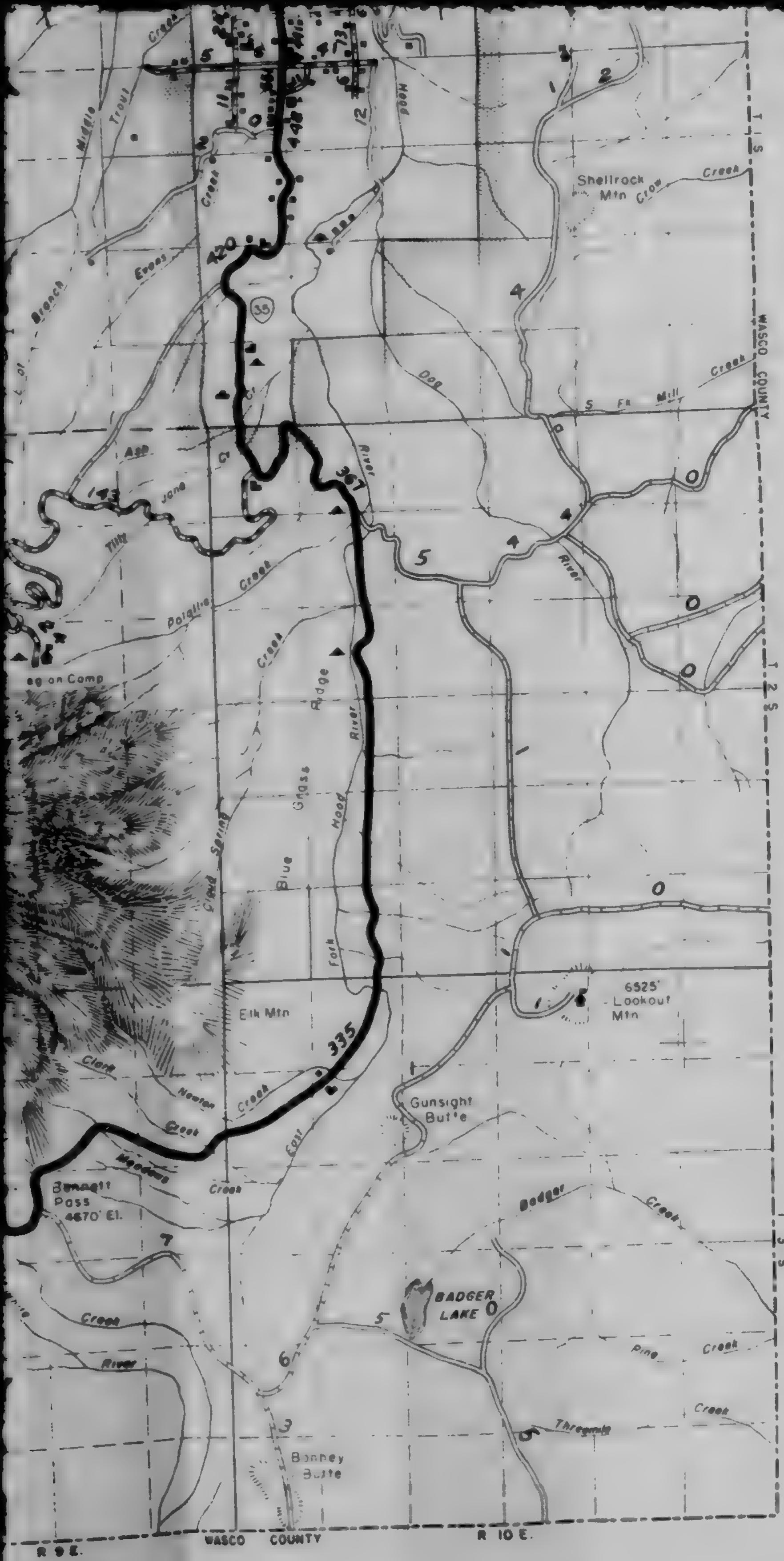
APPROVED Ja

COUNTY COURT

BY John H.

CO

CO


Middle
Trout
Creek
Branch
Evans
Creek
420
440
12
Hood
35
Shellrock
Mtn
Crow
Creek
4
Dog
S Fk
Mill
Creek
WASCO COUNTY
143
Ass
Jane
Cr
Tilly
367
River
5
4
0
Polallie
Creek
Creek
Ridge
Grasse
Blue
Hood
River
Cloud
Spring
Fork
East
Elk Mtn
335
Clark
Newton
Creek
Meadows
Bennett
Pass
4670' El.
Creek
6525'
Lookout
Mtn
Gunsight
Butte
Badger
Creek
BADGER
LAKE
Pine
Creek
Threemile
Creek
Bonney
Butte
Creek
River
T 2 S
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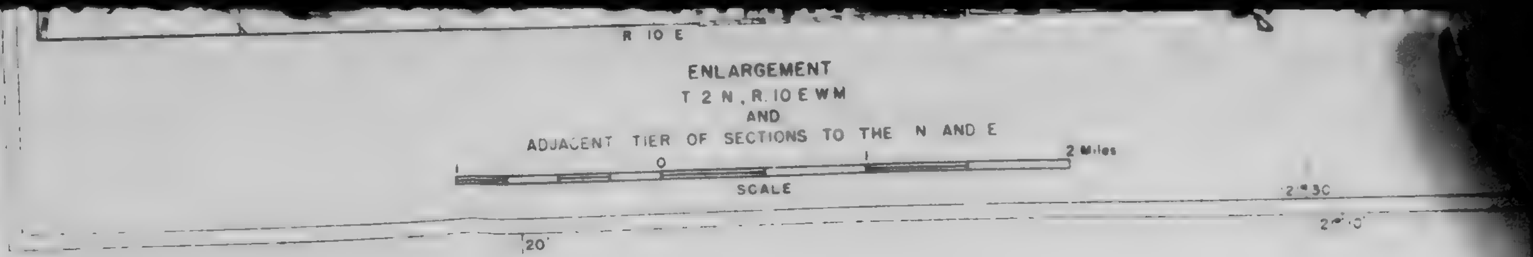
R 9 E.
WASCO COUNTY
R 10 E.



ENLARGEMENT
T 2 N, R 10 E W M
AND
ADJACENT TIER OF SECTIONS TO THE N AND E

SCALE
0
2 Miles

APPROVED January 11, 1950
COUNTY COURT OF Hood River COUNTY
BY John H. Sheldrake
COUNTY JUDGE
C.W. Arens.
COUNTY COMMISSIONER
Herbert A. Strud
COUNTY COMMISSIONER

N

Note: Eliminated section shown in orange.

GENERAL HIGHWAY MAP
HOOD RIVER COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
1 0 1 2 3 4 Miles

1936
REVISED 1939

SHEET 1 OF 1 Polyconic Projection
121°10'
45°20'
30'
20'

SEPTEMBER, 1936 HOOD RIVER COUNTY OREGON 14

April 11, 1950
Salem, Oregon

Mr. W. C. Williams
OFFICE

Enclosed are seven copies of a suggested letter of transmittal to the B.P.R. requesting a minor change in FAS Highway No. 306, and five copies of the Hood River County General Highway Map upon which this change is indicated.

Four copies of the letter of transmittal and five copies of the map should be forwarded to the B.P.R.

NOTED
J. W. CATTRALL

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

January 17, 1950

Honorable John H. Sheldrake
Coutny Judge, Hood River County
Hood River, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of six copies of a General Highway Map of Hood River County with the Dee section marked in red and approved by the County Court.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

RHP:MM

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
R. W. ARENS, COUNTY COMMISSIONER
HERBERT STRUCK, COUNTY COMMISSIONER

HOOD RIVER, OREGON

January 12 1950

John W. Cattrall, Acting Engineer,
County & City Relations,
Oregon State Highway Commission,
P. O. Box 30,
Salem, Oregon

Dear Mr. Cattrall:

I am sending you under separate cover the 6 Hood River County highway maps, with the Dee section marked in red, approved by the County Court on the 11th.

Very truly yours,

John H. Sheldrake County Judge
John H. Sheldrake

NOTED
J. W. CATTRALL

RECEIVED
JAN 1[illegible] 1950
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

January 6, 1950

Honorable John H. Sheldrake
County Judge, Hood River County
Hood River, Oregon

Dear Judge:

I will be passing through Hood River around noon on Monday, January 9. I would at that time like to discuss with you for just a few minutes the revision of Federal Aid Secondary 306 which runs from Dee towards Lost Lake.

You will recall that when I was in Hood River we discovered that the wrong road was placed on the F.A.S. System. I would at this time like to initiate action to correct this situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

Salem, Oregon
February 8, 1950

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

Attached please find a copy of a letter from Judge John H. Sheldrake of Hood River County; also, a copy of Mr. Paxson's report.

The Hood River County Court was informed last fall that all FAS funds under the Second Postwar Construction Program has been allocated and that it was doubtful if any action could be taken until after the next FAS apportionment had been made.

Responding to a request from the County Court, I inspected the bridge and the Dee district with them on October 26, 1949. This bridge is on FAS 306, a county road, which connects with the Hood River State Secondary Highway No. 281, and extends southerly and westerly for 2.25 miles.

It is recommended that this project be considered for the next construction program.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

FORM E-30 25M 6-49 92803

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1950

SUBJECT:

RECEIVED
JAN 16 1950
ENGINEER
COUNTY [illegible]

To:

Mr. John W. Cattrall
Acting County and City Relations Engineer
Office and Storage Building

Dear Sir:

Reference is made to your letter of January 3, concerning the request of the Hood River County Court for the reconstruction of the Hood River Bridge at Dee as a Federal Aid Secondary project.

This project is not on the Federal Aid program for 1950-51 and would require special consideration by the Highway Commission to be included in that program. It is my understanding that all available money has been allocated and that the probability of its inclusion in the Federal Aid program is very small:

We have considerable preliminary data on this structure, and our rough estimate of the cost of reconstruction would be $40,000. The following is our most recent inspection report on the existing structure:

This bridge is a 126' timber-covered span and was built in 1917 for medium traffic, according to our Drawing No. 403. Since that time we have made several inspections at intervals of three to five years and on our inspection of May 1937 it was noted that the caps under the bottom chord of the pier were decayed, and that auxiliary bents had been placed in front of the abutment on the west end. Also the ends of the caps on the east end were decayed and should be replaced. There was some crushing of the timber at the end of the diagonals in the upper chord in both trusses.

Since the 1937 inspection was made, Mr. Hurlburt, who was county engineer, saw fit to build two concrete piers spaced 84' center to center on each side of the timber span, with the idea that at some future date the 126' timber span would be replaced with an 84' steel deck truss. Not being able to build the steel truss at this time, timber bents were placed on the concrete piers to support the floor beams of the truss and other bents and bracing added in order to make the truss safe for hauling logs and lumber up to the legal load limit of 72,000 pounds.

The roadway width of the present bridge is 18', which is too narrow for the safe passing of the heavy trucks and passenger cars. In my report of December 1948, I mentioned that the floor beams were supported by auxiliary bents so that the structure was safe for all legal loads. This should not be interpreted to mean that the truss is in such condition that replacement is not necessary. This truss has needed replacing for a long time and has only been held in service due to the temporary repairs that have been made.

This bridge, being located near the mill, creates some fire hazard involving a timber structure, and as the high trestle downstream has been closed due to a state of decay, this is the only crossing available for the communities on the other side of the river in this district.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP:gm
cc W. C. Williams

Salem, Oregon
January 3, 1950

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. W. CATTRALL

Attention: Mr. E. G. Ricketts

I have received a letter from the Hood River County Court requesting the reconstruction of the covered bridge at Dee to be considered as a Federal Aid Secondary project in Hood River County.

It is understood that Mr. Ricketts made an inspection of this bridge in December of 1948. I would like a copy of this report to include with the County's request when I forward this on to Mr. Williams.

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM

December 16, 1949

Honorable John H. Sheldrake
County Judge, Hood River County
Hood River, Oregon

Dear Judge:

I wish to acknowledge your letter of December 13 regarding a request for a Federal Aid Secondary project to replace the Dee bridge.

Your letter along with Exhibit "A" will be combined with Mr. Ricketts' report and will be turned over to Mr. Williams.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Acting Engineer,
County and City Relations

JWC:MM

NOTED
J. W. CATTRALL

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
R. W. ARENS, COUNTY COMMISSIONER
HERBERT STRUCK, COUNTY COMMISSIONER

HOOD RIVER, OREGON

December 13 1949

RECEIVED
DEC 14 1949
ENGINEER
COUNTY & CITY RELATIONS

John W. Cattrall,Acting Engineer,
County and City Relations,
Oregon State Highway Commission,
P. O. Box 30, Salem, Oregon

Dear Mr. Cattrall: Re: County covered bridge at Dee,Oregon

At this time we are requesting the Commission to place the Dee covered bridge on the list as our number one request for Federal Aid Secondary roads project in this County. We have been advised that this bridge should be replaced within two years. We understand that Federal Funds are now available.

NOTED
J. W. CATTRALL

NOTED
J. W. CATTRA

The County will secure all necessary rights of way for the reconstruction of the bridge and approach roads. The County will also widen the road from the east end of the bridge to the secondary highway and will widen the sharp turn.

We find that the present bridge at Dee was built in 1917. This bridge was reinforced with heavy timbers in 1944.
Mr. E. G. Ricketts of your department inspected this bridge and made a report about Dec. 21, 1948. See Item 4 of his report.

We also find that we designated this same bridge as our number one request for Federal aid in September, 1948.

The County has completed paving and oiling the road for a distance of three miles west from the bridge on the road toward Lost Lake.

The present wooden bridge as it is situated in the Dee lumber yards has always been a bad fire hazard. There is no other location suitable to build a new bridge. It should be replaced with a steel and concrete bridge.

#2 County covered bridge at Dee, Oregon

HOOD RIVER COUNTY COURT

HOOD RIVER, OREGON

JOHN H. SHELDRAKE, COUNTY JUDGE
R. W. ARENS, COUNTY COMMISSIONER
HERBERT STRUCK, COUNTY COMMISSIONER

Enclosed, Exhibit A, you will find a list of the traffic and tonnage which goes over this Dee bridge.

The Hood River County Court would be glad to appear before the Commission if requested or if felt necessary.

We hope that the Commission will give this request early consideration.

Very truly yours,

John H. Sheldrake
County Judge
Hood River County.

Exhibit A Hood River County
Oc[illegible] 4 1949

Traffic and tonnage over Dee bridge

This bridge serves the entire area west of the Middle Fork of Hood River and south of Dead Point Creek, approximately 100 sq. miles.

There are 90 farm resident families living within the area, the Dee Grade School, State Fish Hatchery, the head works of the City of Hood River water system, the largest remaining stand of timber in the county, and the favorite recreation area.

Two School buses use this bridge both ways twice each day of the school year.

Approximately 6,000 recreationalists cross this bridge each season.

The timber yeild from this area is in excess of 200 thousand feet per day or 700 tons of logs that cross the bridge each working day.

The fruit tonnage from the Dee district in loose boxes delivered as follows:

	1948		1949	
Apples	63,560	or 1,526 tons	69,270	or 1,613 tons
Winter pears	175,110	or 4,203 tons	167,740	or 4,022 tons
Bartlet pears		1,241 tons		1,150 tons
	238,670	6,970	237,010	6,785

This tonnage does not include boxes, spray and orchard maintenance material.

This is probably the most important bridge in the county as there is no other way of access to this area.

144 children ~~be~~ go to the grade school on Dee Flats

35 children are transported by bus daily to the Hood River high school at Hood River.

Lofts & Son Gravel business , March to November during each year haul over Dee bridge
10,000 to 12,000 yards @ 2,800 pounds per yard or 14,000 to 16,800 tons for a nine month period.

RECEIVED
OCT 21 1949

REPORT OF INSPECTION

HOOD RIVER COUNTY BRIDGES

December 21, 1948

To: Mr. G. S. Paxson, Bridge Engineer

1. Scott Bridge

This bridge consists of a 200' frame trestle structure composed of 11-18' spans on concrete pedestal footings with concrete abutment end walls. The roadway is 16'. There are 10 lines of 4x16 stringers sized to 3½"x15" at 24" centers. The deck is 4x12 plank transverse with 2x12 running plank the full width of the roadway. A blueprint sketch of the structure is attached.

The entire bridge is in a partially decayed condition, i.e. the deck is over 50% decayed and the tops of the stringers are decayed under the decking, although there was no crushing of the stringers at their bearings on the caps or at the concrete abutments. All the caps except one, which has been replacod, are entirely decayed over the outside post of each bent. These have been reinforced by bolting a 4x12 on each side of the cap and bolting pieces of 4x12 about 3' long on each side of the bent post to support the 4x12 bolted to each side cap. There is no doubt that this bridge is deteriorated to the extent where complete replacement is the only alternative. Timber Structures, Inc. gave the County Court an off-hand estimate of $20,000 to replace the present trestle with treated timber.

On an inspection of the site I found that it is feasible to replace the present structure with a fill and pipe culvert. Drainage can be carried by a 36" pipe. Estimates of costs for alternative replacements are as follows:

(1) Fill and Pipe Culvert.

10,000 cu. yds. at $.75	$7,500.00
200 " " rock surfacing at $4	800.00
36" culvert pipe, 126' long at $10	1,260.00
Removal of old bridge	1,000.00
Total	$10,560.00

(2) Replace with Treated Timber.

Estimate by Timber Structures, Inc.	$20,000.00

(3) Replace with untreated timber using present concrete footings and end abutments to 20' roadway.

50M-FBM lumber at $200	$10,000.00
Removal of old bridge	1,000.00
Total	$11,000.00

(4) Replace with treated timber piling and concrete deck, pile trestle structure.

200' at $150	$30,000.00

The Court asked for the least repairs that could be made to carry the present structure for 3 years. I would not recommend anything less than replacing all of the 10 caps of the bents between the abutments and completely renewing the deck with 4x12 plank, turning over the present stringers and sizing the decayed tops of stringers where they would bear on the caps. This latter item is highly expedient and unless the structure were going to be replaced with a fill within the next 6 or 10 months I would not consider this advisable.

To make these temporary repairs would require:

	FBM
200 pieces 4x12 - 20' long	16,000
Replace caps, 10-10x12 - 24' long	2,400
Tower bracing, 3 sets - 12-3x12 - 26' long	720
Total FBM	19,120

Estimate of cost	20 M-FBM at $200	$4,000.00

Replacing stringers with new 4x16 stringers would require:

110 pieces 4x16-20'	11,733 FBM at $200 per M	2,350.00
	Total	$6,350.00

Within 3 years the entire substructure below the caps would have to be replaced. This would take another 15,000 FBM of lumber which at $200 per M would require another $3,000 expenditure. These estimates show that in order to make the bridge serviceable for another three years the cost would amount to $3,000 per year, or approximately 5 times the annual interest at 4% on the $15,000.00 required to replace the structure with a permanent fill and culvert pipe.

In view of the above it is recommended that the fill project be placed under construction as soon as possible and that in the meantime, but not over 6 months, the present bridge be limited to 5-ton loads, restricted speed of 15 m.p.h. and one way traffic. To do this, the bridge should be posted with the following sign:

24"

CAUTION

TRUCK LOAD LIMIT

5 TONS

30"

RESTRICTED TO
ONE WAY TRAFFIC

Speed Limit 15 miles

By Order of: County Court

2. **Struck Corners Bridge**

This bridge is located on a county road which takes off Hood River Secondary Highway at milepost 3.0. The structure originally consisted of 6-32' "A" frame spans which since have been replaced with frame bents on concrete pedestal footings. The structure now consists of 12-16' spans. There are 10 lines of 6x18 stringers, 24" centers. The roadway is 18' with 3x12 plank transverse and 2x12 running plank, full width of roadway. This bridge is in fair condition and requires no immediate repairs, however, like the Scott Bridge, when replacement is required, a fill and pipe culvert should be used. This probably will be required in the next 3 or 4 years.

An estimate of quantities made by taking the heights from the deck to the ground line is as follows:

Fill material	11,150 cu. yds. at $1	$11,150.00
Culvert pipe	134' - 36" at $10	1,340.00
Rock surfacing	200 cu. yds. at $4	800.00
	Total	$13,290.00

This structure figures for an H-26 rating which is more than ample to take care of all legal loads. Therefore this bridge does not require any posted load limit.

3. **Mount Hood Railroad Overcrossing**

This structure consists of a 32' "A" frame over the railroad tracks with 17' trestle approach spans. Stringers consist of 11 lines of 4x12, 22" centers, deck plank 4x12 transverse with 2x12 running plank. Condition of the timbers is sound and no immediate replacements are required. The structure figures for an H-7.5 rating and should be posted for 6 tons.

4. **Dee Bridge**

This bridge is a 126' covered timber truss on concrete abutments consisting of 7-18' panels. Each floor beam has been supported so that the structure is safe for all legal loads and does not require posting for any load limit. Some time ago Mr. Hurlburt contemplated replacing the structure with a deck span as there is sufficient clearance for this type of structure. Concrete piers have been built on each side of the river which are 84' apart center to center. The County is contemplating replacing this with a permanent structure, anticipating federal aid secondary funds for the project. I find in checking up with Mr. Cooper, County and City Relations Engineer, that no money has been alloted to Hood River County. I advised Mr. Sutton that when they are ready to initiate construction that we will be glad to make the design and that he should send in a vicinity map giving the profile of the crossing and the elevation and measurements of the concrete piers, which have been built. The structure would require about a 32' approach span on each end of the 84' center span which makes the total length of the structure approximately 150'. The estimated cost would be around $[illegible] considering the fact that the center piers have already been built.

5. **Neal Creek Bridge**

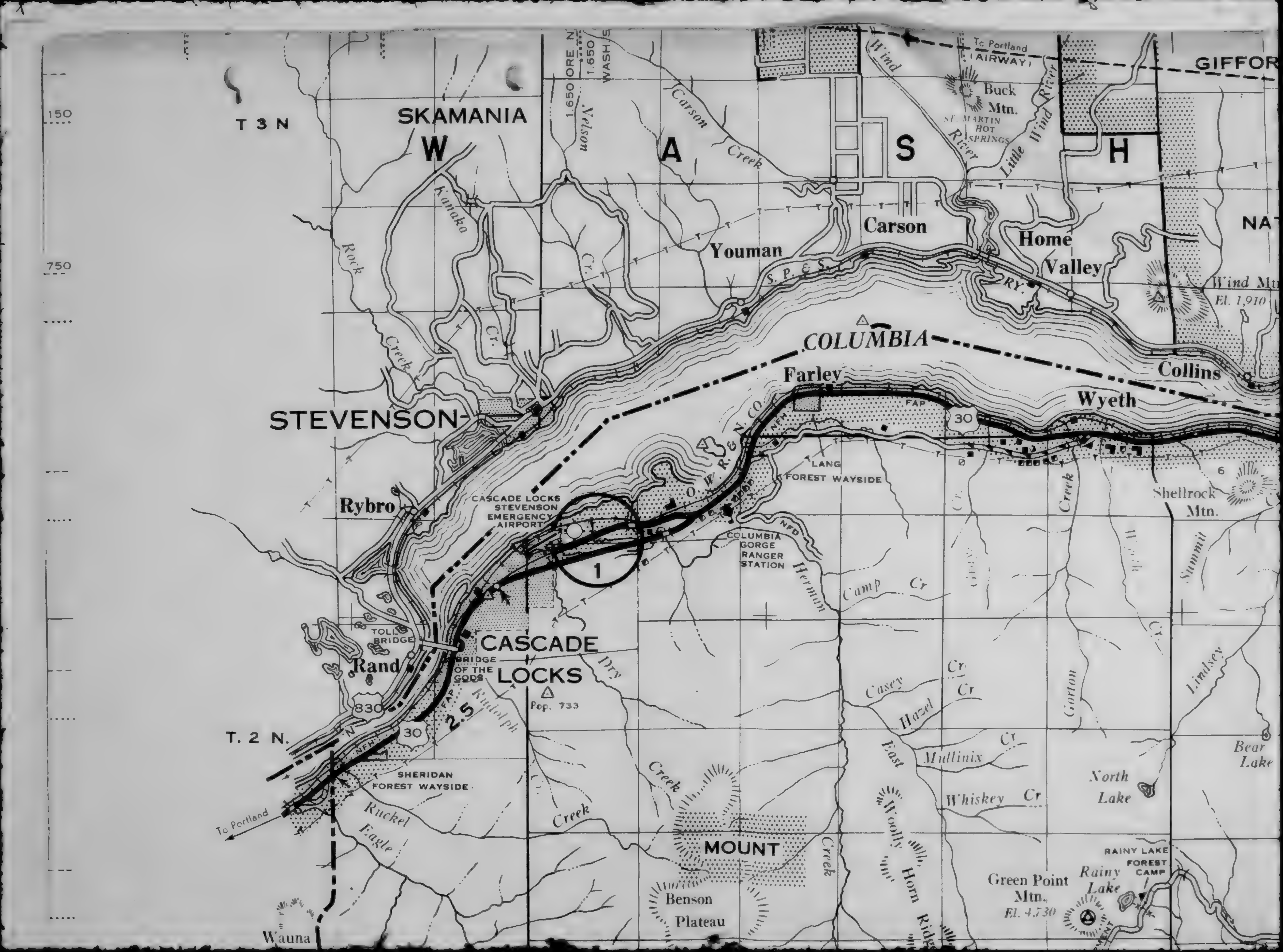
We looked over this structure which was rebuilt by Mr. Hurlburt in 1939 as a WPA project. At that time concrete abutments were built at each end. I found the bridge to be in very good condition except that the 4x12 deck plank were becoming worn, and will need to be replaced in the next 2 years. Their present condition does not warrant placing any wearing course over the top and it appears that the best thing to do is to wear out the life of the present planks and then renew the deck completely. The bridge is posted for 18-ton load limit. We recalculated the truss at the time the bridge was rebuilt in 1939 and it figured for an H-10 loading. The present stringer system, 8 lines of 8x16, rate H-17. Therefore the present posted load limit is not out of line with the capacity of the structure.

I am submitting this detailed report on the five bridges we inspected as the Hood River County Commissioners expressed a wish to know about what they would have to plan on in the next few years for bridge expenditures.

E G Ricketts

E. G. Ricketts
Bridge Investigations Engineer

EGR:gn
Attached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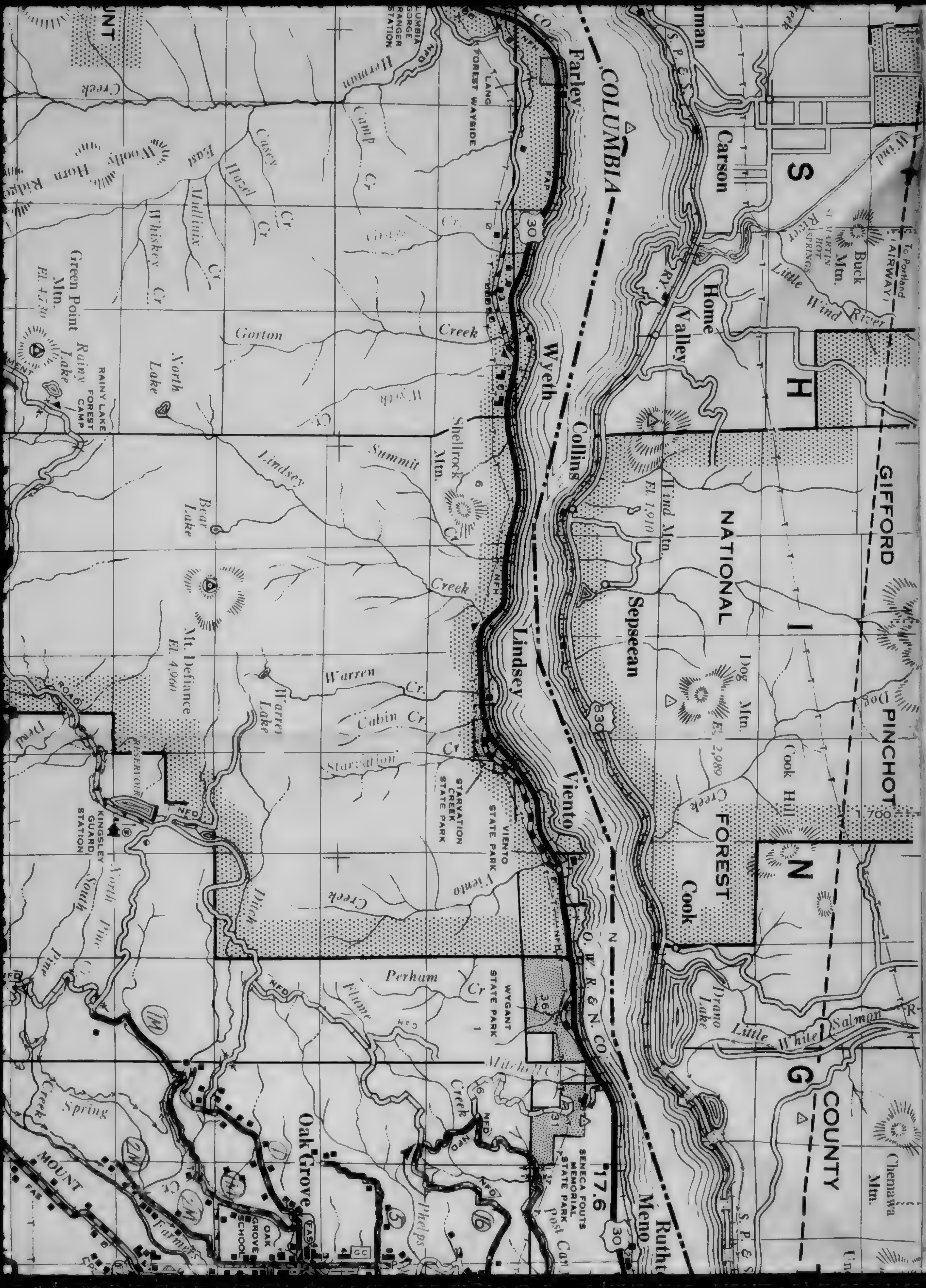
Nelson
Carson Creek
Wind River
Little Wind River
To Portland (AIRWAY)
Buck Mtn.
ST. MARTIN HOT SPRINGS
Kanaka
Rock Creek
Cr.
Cr.
Carson
Youman
Home Valley
S. P. & S.
RY.
Wind Mt.
El. 1,910
COLUMBIA
Collins
Farley
Wyeth
FAP
30
STEVENSON
Rybro
O. W. R. & N. CO.
NFD
LANG FOREST WAYSIDE
CASCADE LOCKS STEVENSON EMERGENCY AIRPORT
1
COLUMBIA GORGE RANGER STATION
NFD
Herman
Camp Cr
Cr.
Creek
Cr.
Shellrock Mtn.
6
Summit
TOLL BRIDGE
Rand
CASCADE LOCKS
BRIDGE OF THE GODS
Pop. 733
Dry
Casey
Cr
Hazel
Cr
Gorton
Lindsey
830
N
NFH
FAP
30
2.5
Rudolph
T. 2 N.
SHERIDAN FOREST WAYSIDE
To Portland
Ruckel
Eagle
Creek
Creek
East
Mullinix
Cr
Whiskey
Cr
Bear Lake
North Lake
MOUNT
Benson Plateau
Creek
Woolly Horn Ridge
Green Point Mtn.
El. 4,730
Rainy Lake
RAINY LAKE FOREST CAMP
Wauna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Sepseean
Carson
Home Valley
Cook
Drano Lake
Little White Salmon
Wind River
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H
I
N
G
GIFFORD PINCHOT NATIONAL FOREST
COUNTY
Buck Mtn.
St. Martin Hot Springs
To Portland (Airway)
Wind Mtn. El. 1,910
Dog Mtn. El. 2,980
Cook Hill
Chemawa Mtn.
S. P. & S.
O. W. R. & N. CO.
30
830
17.6
Ruthton
Meno
Post Canyon
Seneca Fouts Memorial State Park
Wygant State Park
Viento State Park
Starvation Creek State Park
Shellrock Mtn.
Lang Forest Wayside
Columbia Gorge Ranger Station
Herman Creek
Camp Cr.
Casey Cr.
Hazel Cr.
Mullinix Cr.
Whiskey Cr.
East Wooly Horn Ridge
Gorge Cr.
Gorton Creek
Wyeth Cr.
Green Point Mtn. El. 4,530
Rainy Lake
Rainy Lake Forest Camp
North Lake
Lindsey Creek
Summit Cr.
Bear Lake
Mt. Defiance El. 4,960
Warren Cr.
Warren Lake
Cabin Cr.
Starvation Cr.
Viento Creek
Dead Point Creek
Reservoir
Kingsley Guard Station
Road
North Pine Cr.
South Pine Cr.
Ditch
Perham Cr.
Flume
Mitchell Cr.
Phelps Creek
Spring Creek
Farmers
Mount
Oak Grove
Oak Grove School
NFD
NFH
FAS
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1M
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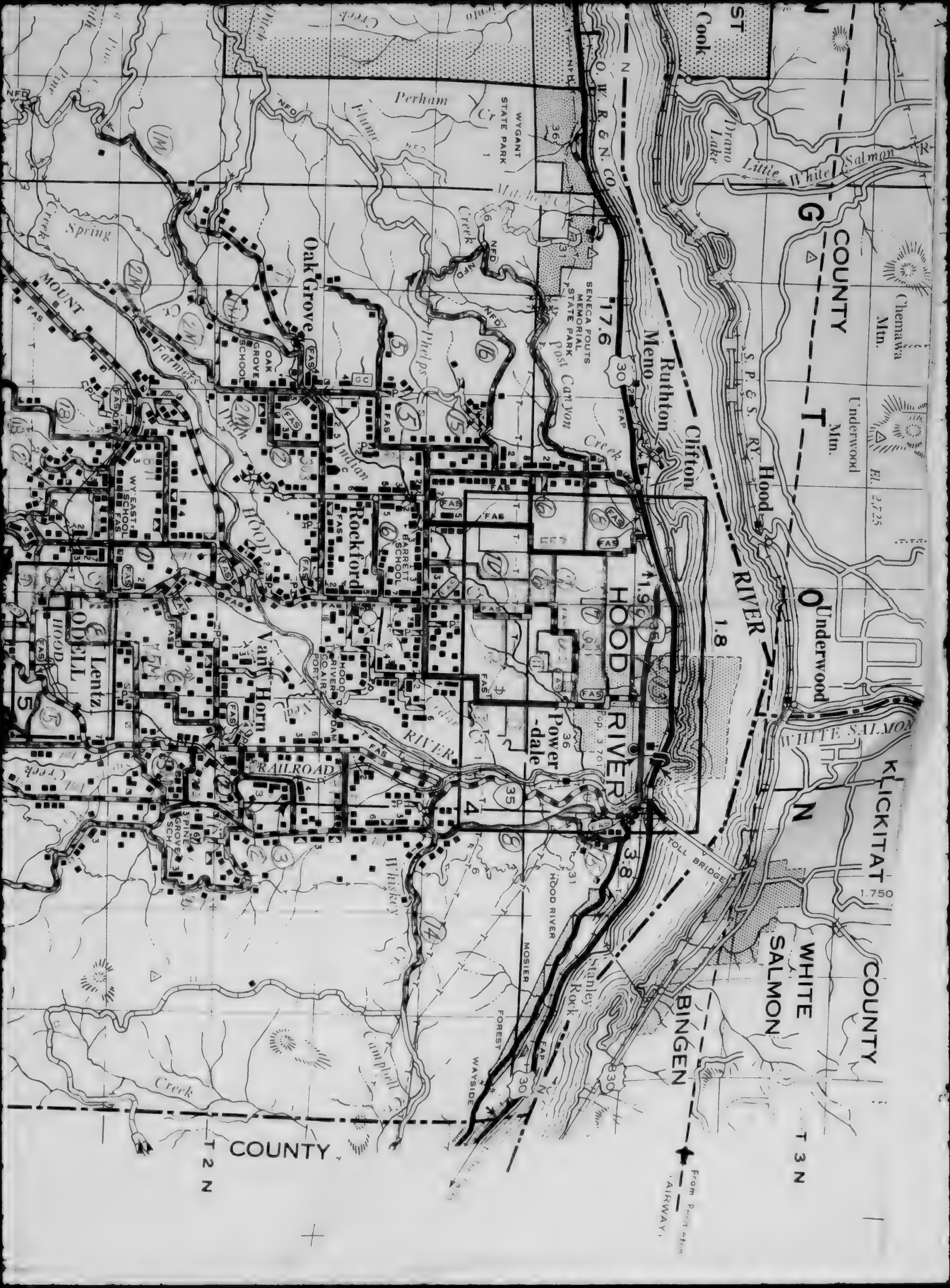
1,700


Cook
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WYGANT STATE PARK
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T
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Chemawa Mtn.
Underwood Mtn.
EL. 2,725
Hood
S. P. & S. RY.
Clifton
Ruthton
Meno
SENECA FOUTS MEMORIAL STATE PARK
Post Canyon Creek
17.6
30
Phelps
Oak Grove
OAK GROVE SCHOOL
Spring Creek
MOUNT
Farmers
Indian Cr
Rockford
BARRETT SCHOOL
WY'EAST SCHOOL
HOOD
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Lentz
Van Horn
HOOD RIVER CO. AIRPORT
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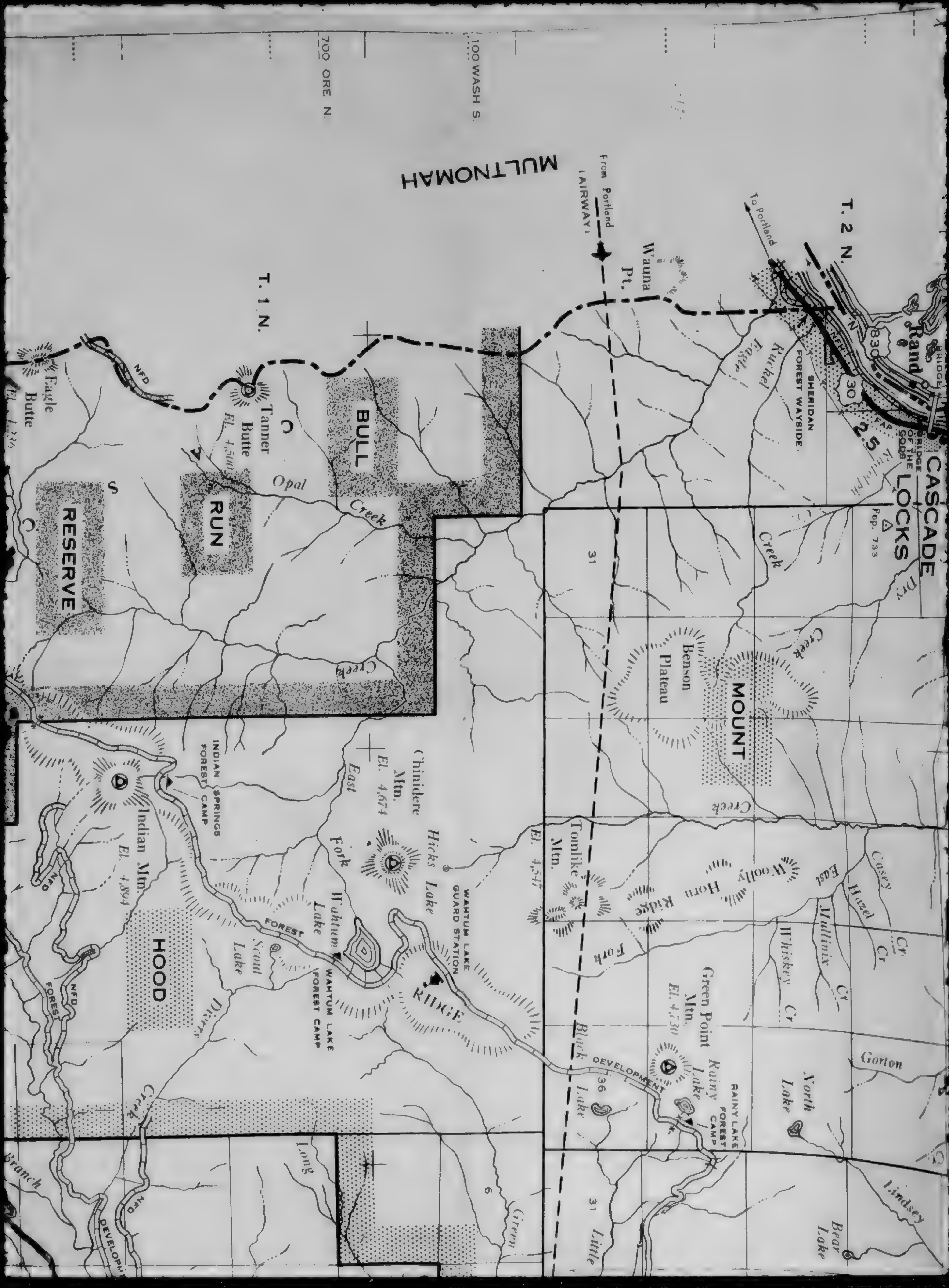
700 ORE N.
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MULTNOMAH
From Portland (AIRWAY)
To Portland
T. 2 N.
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CASCADE LOCKS
Pop. 733
Rand
BRIDGE
830
30
FAP
BRIDGE OF THE GODS
SHERIDAN FOREST WAYSIDE
NFH
2.5
Ruckel
Eagle
Dry
Creek
Eagle Butte El. 4,23
Tanner Butte El. 4,500
NFD
BULL
RUN
RESERVE
Opal Creek
Creek
31
Benson Plateau
MOUNT
HOOD
Creek
Chinidere Mtn. El. 4,674
INDIAN SPRINGS FOREST CAMP
Indian Mtn. El. 4,894
East Fork
Hicks Lake
Wahtum Lake
WAHTUM LAKE GUARD STATION
WAHTUM LAKE FOREST CAMP
Scout Lake
RIDGE
Divers
Tomlike Mtn. El. 4,547
Woolly Horn Ridge
East Fork
Casey Cr
Hazel Cr
Mullinix Cr
Whiskey Cr
Green Point Mtn. El. 4,530
Rainy Lake
RAINY LAKE FOREST CAMP
North Lake
Gorton
Black Lake
36
FOREST DEVELOPMENT
Creek
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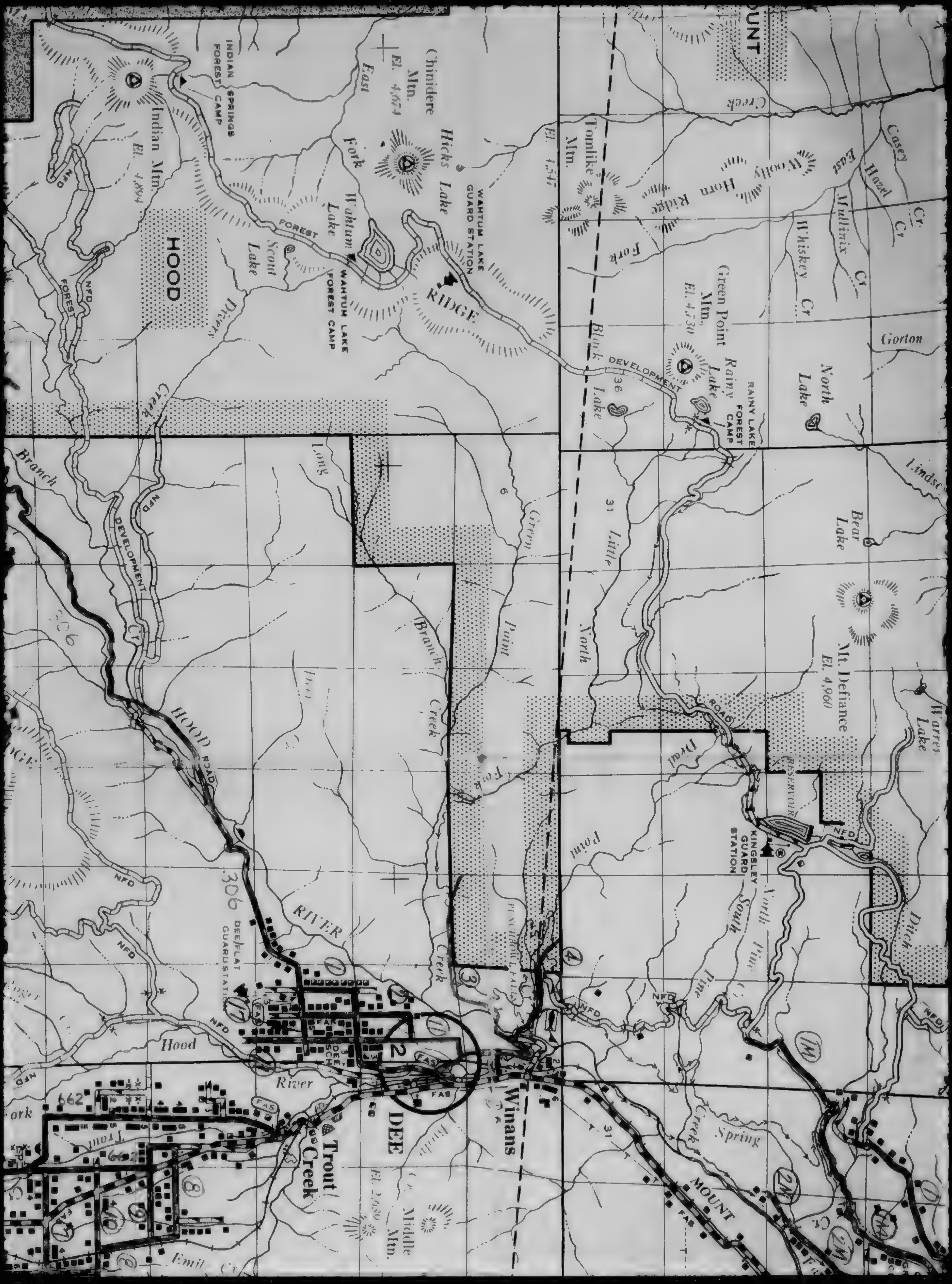
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Tomlike Mtn. El. 4,547
Woolly Horn Ridge
Fork
Casey Cr
Hazel Cr
East Mullinix Cr
Whiskey Cr
Creek
Green Point Mtn. El. 4,730
Rainy Lake
Rainy Lake Forest Camp
Black Lake
North Lake
Gorton
Lindsey
Bear Lake
Mt. Defiance El. 4,960
Warren Lake
Branch
Long Branch Creek
Green Point Fork
Little North Fork
Dead Point
ROAD
Reservoir
Kingsley Guard Station
North Pine Cr
South Pine Cr
Ditch
Spring Creek
HOOD RIVER ROAD
306
Dee Flat Guard Station
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DEE
Trout Creek
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Emil Cr
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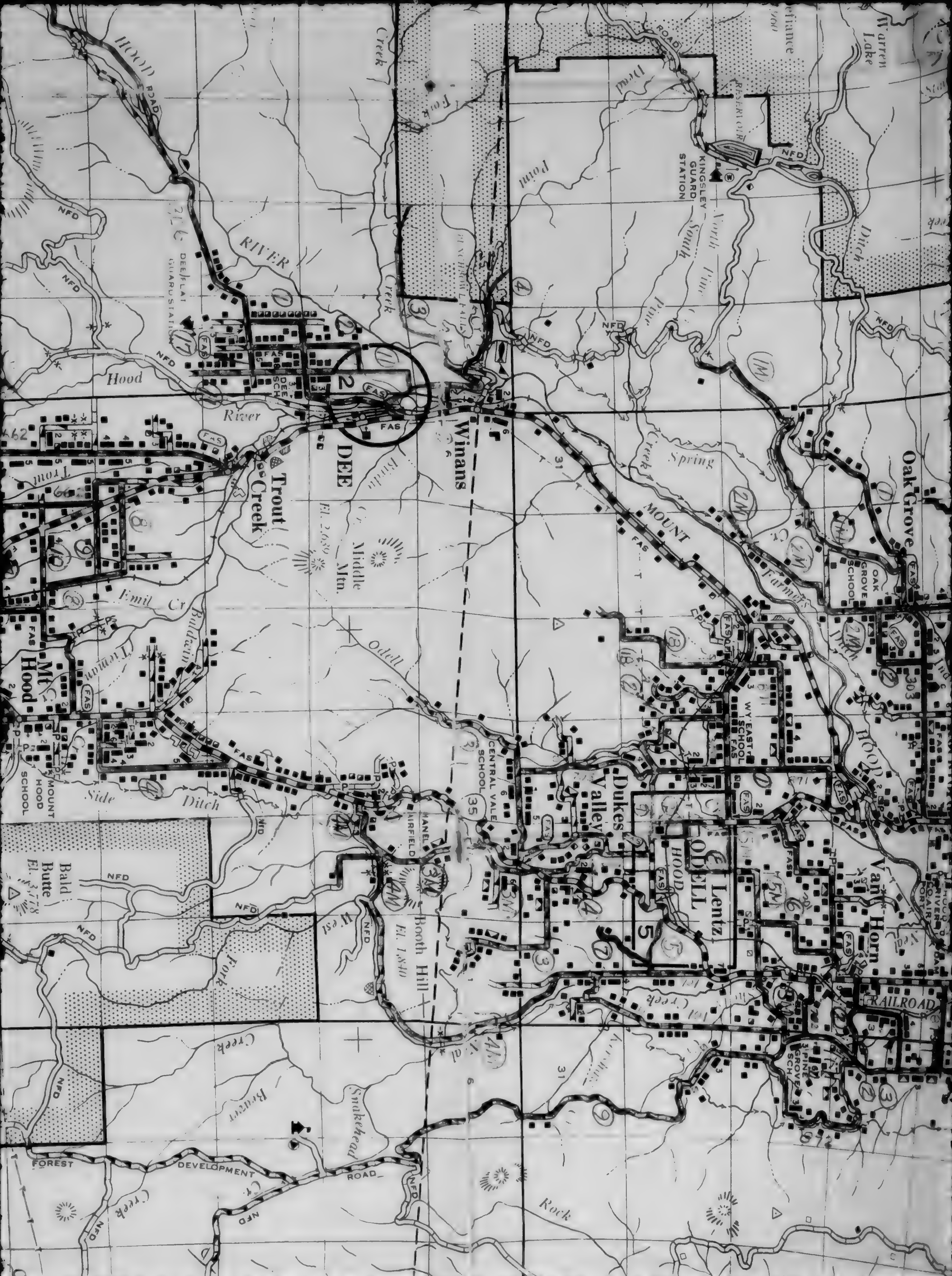
HOOD RIVER
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Side Ditch
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TANEL AIRFIELD
Booth Hill El. 1,840
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Lentz
Van Horn
WY EAST SCHOOL
Oak Grove
OAK GROVE SCHOOL
Spring Creek
MOUNT
Farmers
HOOD
RAILROAD
PINE GROVE SCHOOL
HOOD RIVER AIRPORT
31
FOREST DEVELOPMENT ROAD
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Snakehead
Creek
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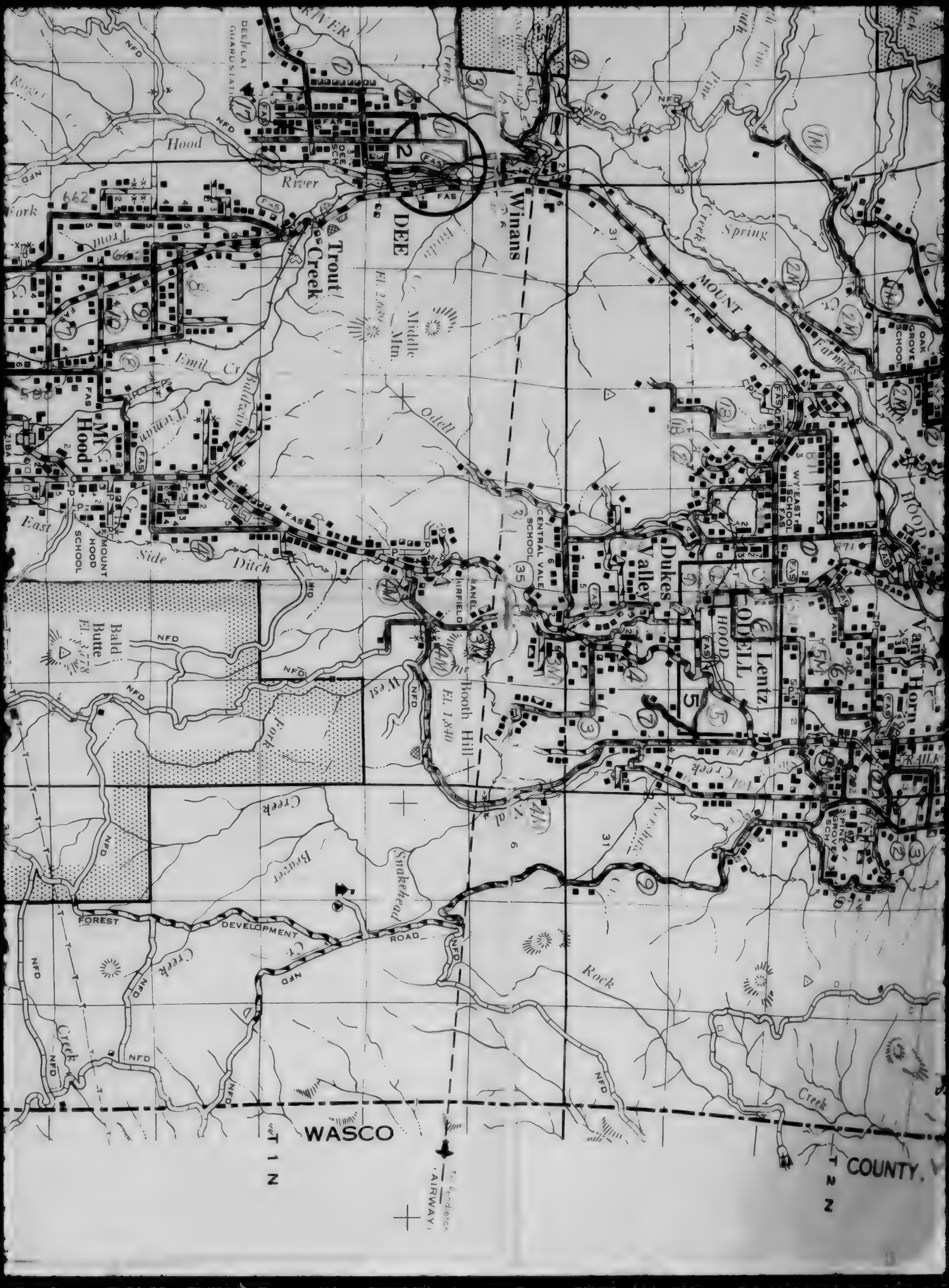RIVER
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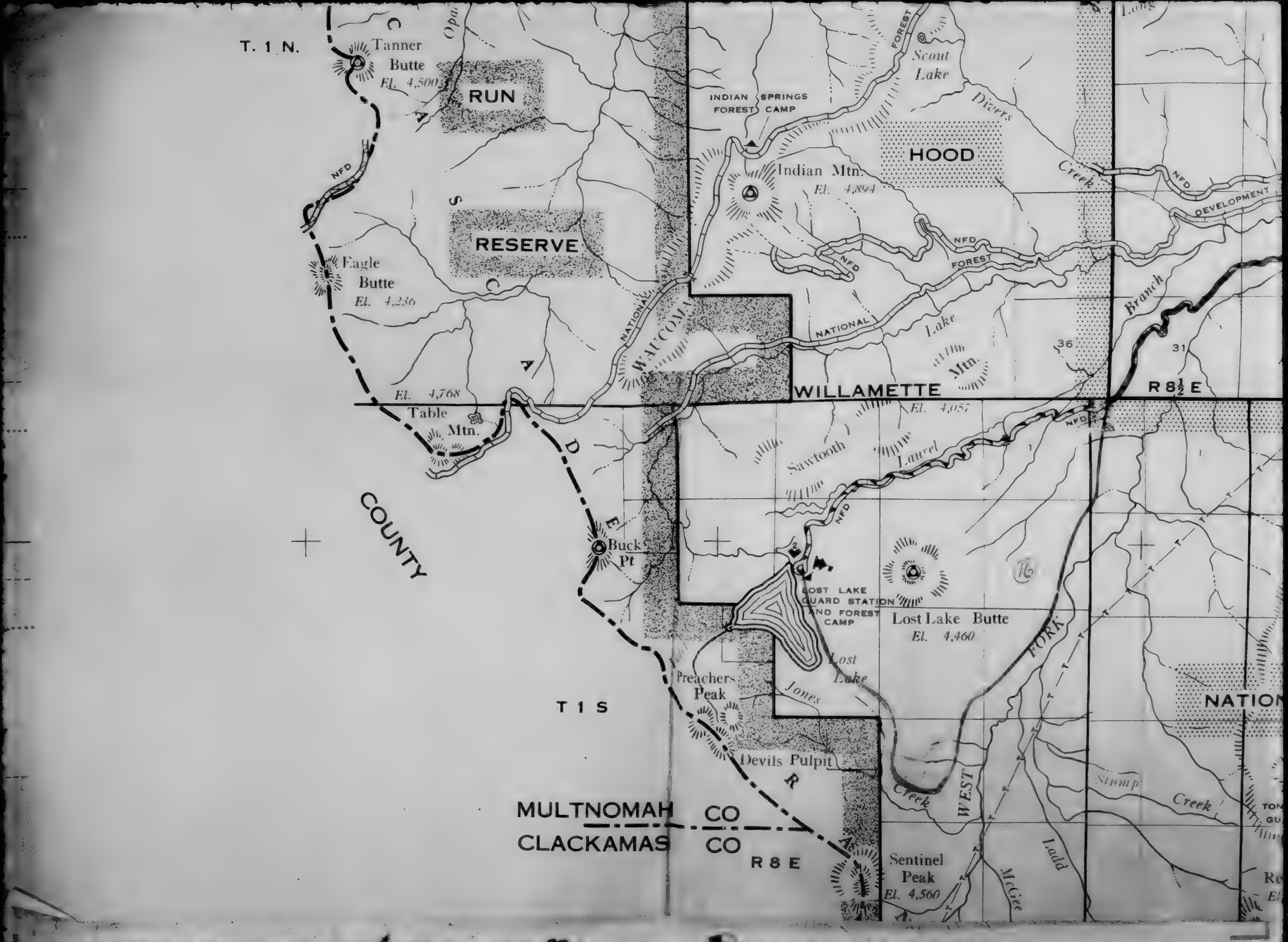
T. 1 N.
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RUN
RESERVE
CASCADE RA
Eagle Butte El. 4,236
El. 4,768 Table Mtn.
NFD
Opal
COUNTY
Buck Pt
T 1 S
Preachers Peak
Devils Pulpit
MULTNOMAH CO
CLACKAMAS CO
R 8 E
Sentinel Peak El. 4,560
WAUCOMA
NATIONAL
INDIAN SPRINGS FOREST CAMP
Indian Mtn. El. 4,894
Scout Lake
Divers Creek
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Lake
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WILLAMETTE
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Sawtooth
Laurel
LOST LAKE GUARD STATION AND FOREST CAMP
Lost Lake Butte El. 4,460
Lost Lake
Jones
36
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Branch
16
WEST FORK
Creek
Ladd
McGee
Stump Creek
Long
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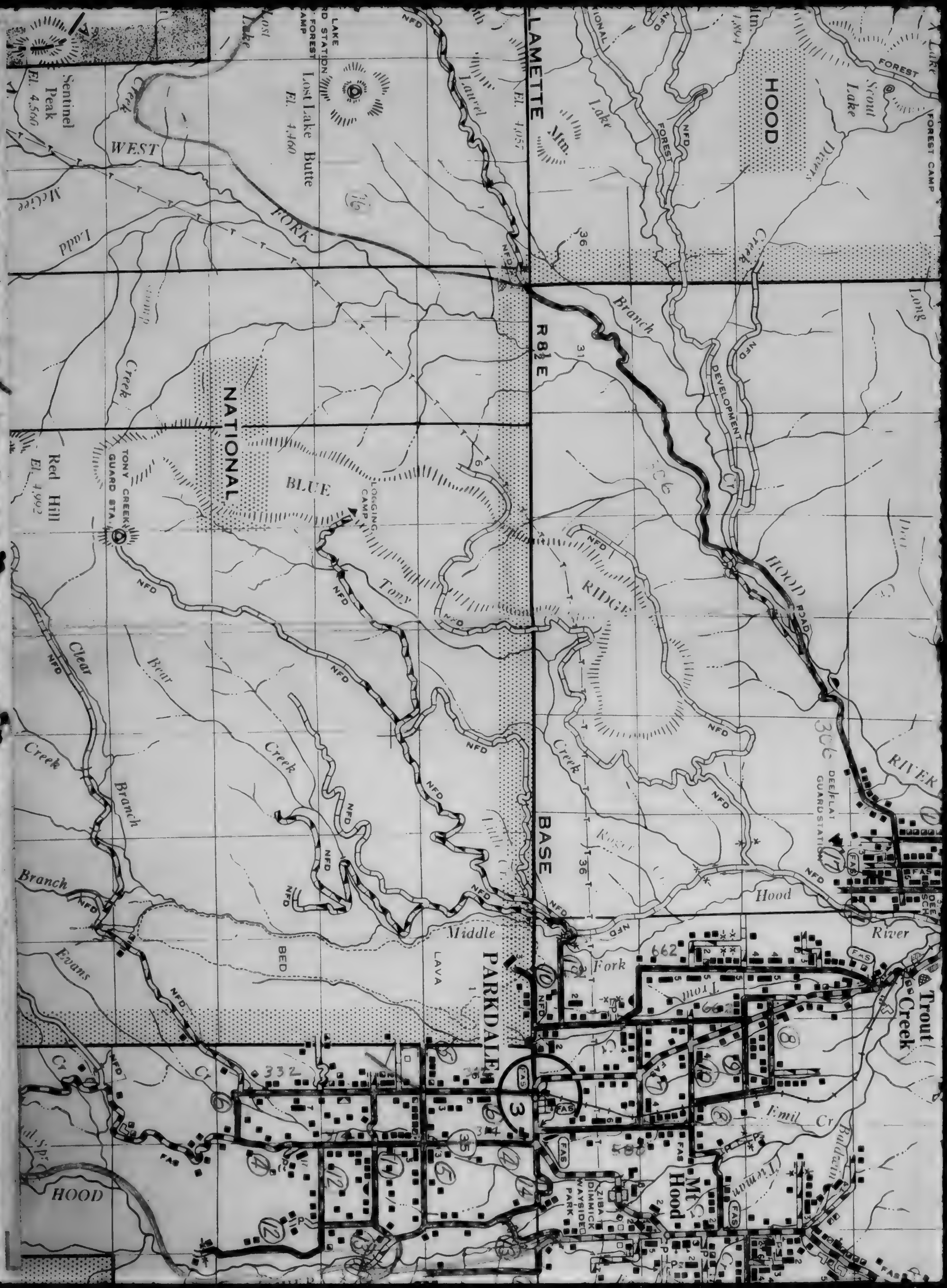

Sentinel Peak
El. 4,566
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Lost Lake Butte
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Lake
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FOREST CAMP
Dinger
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31
NFD
DEVELOPMENT
Long
NATIONAL
Creek
Red Hill
El. 4,992
TONY CREEK
GUARD STA.
BLUE
LOGGING
CAMP
306
NFD
RIDGE
HOOD
ROAD
6
Tony
Clear
Bear
Creek
Branch
Creek
Creek
NFD
306
RIVER
DEE/FLAT
GUARDSTATION
BASE
36
Branch
Evans
Hood
River
Middle
Fork
BED
LAVA
PARKDALE
662
Trout
Trout
Creek
332
FAS
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Baldwin
HOOD
Mt.
Hood
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DIMMICK
WAYSIDE
PARK
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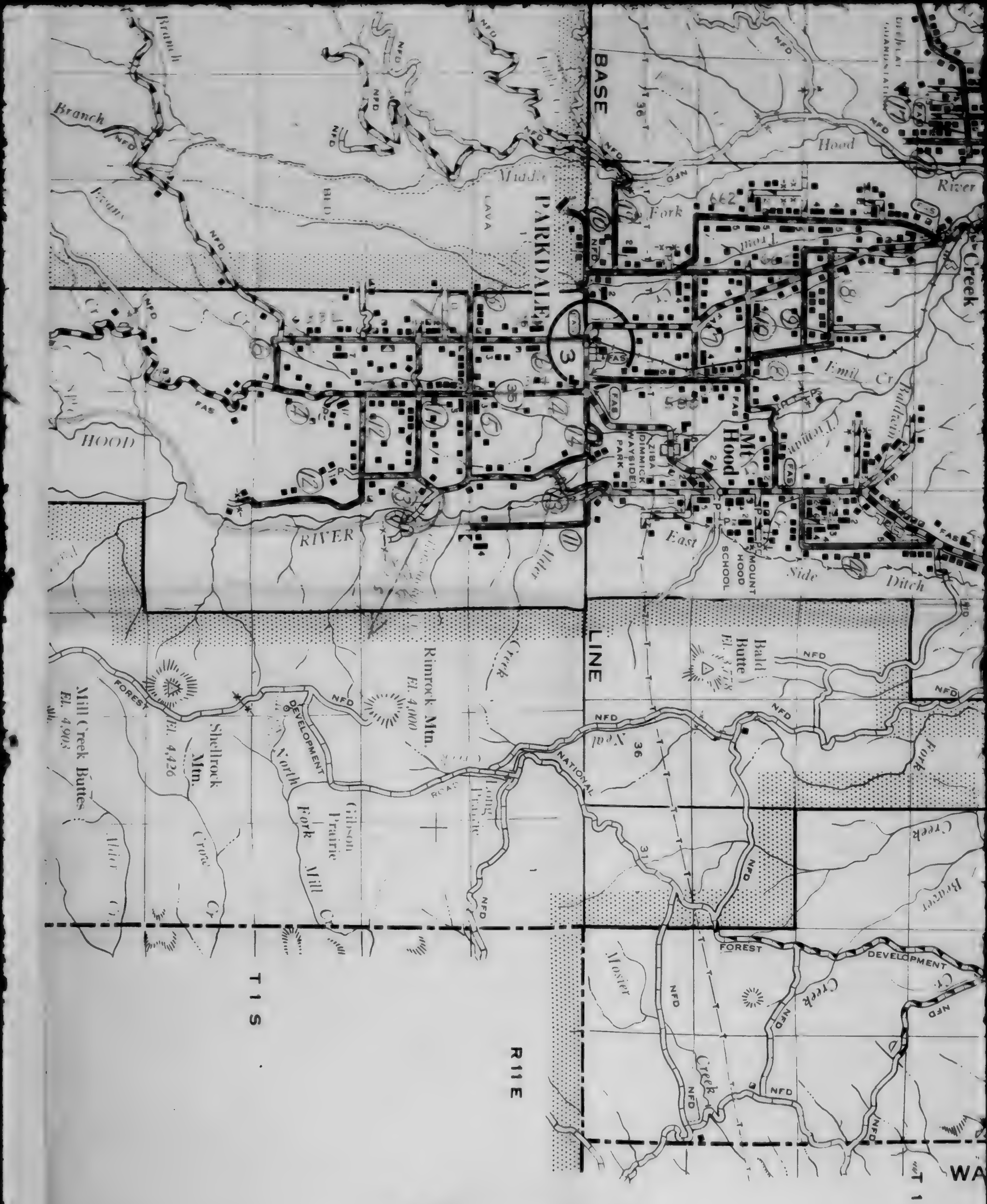
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Baldwin
Mt. Hood
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MOUNT HOOD SCHOOL
East
Side
Ditch
HOOD
RIVER
Alder
Creek
Bald Butte
Rimrock Mtn.
El. 4,000
Shellrock Mtn.
El. 4,426
Mill Creek Buttes
El. 4,903
FOREST DEVELOPMENT ROAD
NATIONAL
Neal
36
31
North Fork Mill Cr
Gibson Prairie
Long Prairie
Crow Cr
Alder Cr
Fork
Creek
Beaver
Mosier
Creek
FOREST DEVELOPMENT
T 1 S
R 11 E
T 1 N
WA

25-1021 Boardman Grade Separation
on new alignment of the Col.
#3588 River Hwy., 1½ mi. W. Boardman

Lewis R

RECEIVED

FOR FILING

[illegible]

3527

December 15, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: Edith Libby

Dear Sir:

This is to acknowledge receipt of your letter dated December 12 to which was attached three copies of a claim filed with your office by Archie R. Averill against Schrader Construction Company for lumber furnished on State Highway Contract No. 3588, your file No. 3371.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD

12-15-52

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 12, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from J. B. Pfouts, Attorney, Portland, and filed as of this date a notice of claim by Archie R. Averill, for material in the sum of $1,150.00 against the bond taken from R. A. Schrader, Principal, and the Continental Casualty Company, Surety, for the construction of a grade separation structure on the Boardman Section of the Boardman-Stanfield Highway in Morrow County, Oregon, State Highway Contract #3588, our file No. 3371.

We are enclosing three copies of the claim for your information and files.

Kindly a knowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By Edith Libby

Clerk
Records Division

NF:M
Enc.

RECEIVED
DEC 1[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Lewis R

December 15, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Archie R. Averill against Schrader Construction Company in the sum of $1,150.00 for lumber furnished to the contractor on State Highway Contract No. 3588 for construction of a grade separation structure at Boardman on the Boardman-Stanfield Highway in Morrow County.

This information is furnished as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

cc - Mr. Warner H. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Pacific Underwriters
443 Pittock Block
Portland, Oregon

Schrader Construction Co.
4030 S. E. Kelly Street
Portland, Oregon

NOTED ON CARD
12-15-52

Portland, Oregon

December 10, 1952

To: The State of Oregon
State House
Salem, Oregon

Notice hereby is given that the undersigned, Archie R. Averill, has a claim for material consisting of lumber in the sum of One thousand one hundred fifty ($1,150.00) Dollars against the bond taken from the Schrader Construction Company, R. A. Schrader, principal, and the Continental Casualty Company, surety, upon his bond for the construction of a grade separation structure on the Boardman Section of the Boardman-Stanfield Highway in Morrow County, Oregon, being Contract #3588, entered into between the State Highway Commission on behalf of the State of Oregon, and the Schrader Construction Company by R. A. Schrader, on the 11th day of October, 1951.

ARCHIE R. AVERILL

ENDORSED
File No. 3371
Filed December 12, 1952
EARL T. NEWBRY, Secretary of State

RECEIVED
SEP 1 1952
FOR FILING

New Liens

September 9, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have today received an affidavit of claim from J. B. Pfouts, an attorney whose address is Board of Trade Building, Portland. This claim is in behalf of Archie Averill for lumber furnished to R. A. Schrader on State Highway Contract No. 3588 for construction of a grade separation structure on the Boardman Section of the Boardmand-Stanfield Highway in Morrow County. A copy of the affidavit is attached, and it should be noted that no amount is stated.

We provide this information inasmuch as your Company appears as surety on the performance bond furnished with the contract described above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.
cc - Mr. Warner M. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Pacific Underwriters
443 Pittock Block
Portland, Oregon

Schrader Construction Co.
4030 S. E. Kelly Street
Portland, Oregon

NOTED ON CARD
9-9-52

RECEIVED
1952
FOR FILING

Mr Pfouts

September 9, 1952

Mr. J. B. Pfouts
Attorney at Law
Board of Trade Building
Portland, Oregon

Dear Mr. Pfouts:

This is to acknowledge your letter of September 5 to which was attached an affidavit of claim in behalf of Archie Averill for materials furnished to R. A. Schrader on State Highway Contract No. 3588.

A certified copy of this contract is being forwarded by separate mail.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

9-9-52

At. 3331

J. B. PFOUTS
ATTORNEY AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

September 5, 1952

query
BY SECRETARY
send him certified copy

Oregon State Highway Department
State House
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: Contract #3588
Boardman Section of the
Boardman-Stanfield Highway
in M‸rrow County
Schrader Construction Company

Gentlemen:

I enclose herewith an affidavit signed by my client, Archie R. Averill, who furnished lumber to Schrader for work on the above captioned.

I am having a little trouble to make the collection, and I need a copy of the contract and bond. Will you kindly send them to me.

Very truly yours,

J B Pfouts

J. B. Pfouts

JBP:bd
Enc. - affidavit

[illegible]
STATE [illegible]

NOTED ON CARD
9-5-52

STATE OF OREGON)
) ss.
County of Multnomah)

I, Archie R. Averill, being first duly sworn, depose and say:

That I furnished material consisting of lumber to R. A. Schrader, which was used by him on State Highway Contract #3588 for use in the construction of a grade separation structure on the Boardman Section of the Boardman-Stanfield Highway in Morrow County, Oregon, for which I have not been paid.

Archie R Averill

Subscribed and sworn to before me this 30th day of Aug., 1952.

W B Davis
Notary Public for Oregon
My Commission Expires: Oct 30, 1953

ROY TUCHBREITER
PRESIDENT

JOHN E. STIPP
VICE PRESIDENT AND SECRETARY

CONTINENTAL CASUALTY COMPANY

GENERAL OFFICE CHICAGO, ILLINOIS

RECEIVED
FOR FILING

25-1051

[illegible]

August 18, 1952

Mr. H. B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Sir:

Re: Bond #919676
R. A. Schrader dba
Schrader Construction Co. -to-
Oregon State Highway Dept.

This will acknowledge receipt of your letter dated August 11 to the effect that a letter has been received from Mr. J. B. Pfouts, attorney for Archie R. Averill, regarding an alleged unpaid account for lumber furnished to Schrader Construction Company of $1150.00.

Thank you for calling this matter to our attention.

Yours very truly

M. H. West

M. H. West, Asst. Supt.
Surety Claim Dept.

MHW/ln

3588

Schrader Construction Company

General Contractors

4030 S. E. KELLY ST. PORTLAND 2, OREGON TELEPHONE VE. 5361

August 14, 1952

3578

Pacific Underwriters
443 Pittock Block
Portland 5, Oregon

Attention: Mr. Harlan W. Knox

Gentlemen:

With reference to your inquiry of notice from the Oregon State Highway Commission of an amount of $1,150 owing a Mr. Archie R. Averill, this matter involves a disputed bill in which Mr. Averill agreed to sell to us used lumber for the lump sum price of $250.00. This amount has been paid Mr. Averill.

Subsequent to our use of this material Mr. Averill made additional demands for the lumber. We have turned this entire matter over to our attorney for immediate action.

We do not owe material bills for this contract or any other contract other than those contracted for during the current month.

We have instructed our attorney to take whatever steps are necessary to clear up this matter and it is probable that we will institute a damage suit against Mr. Averill for his actions.

Yours very truly,

SCHRADER CONSTRUCTION COMPANY

By R. A. Schrader
R. A. Schrader

RAS:s
✓ cc Oregon State Highway Commission
Attn: Mr. Floyd Query

F. QUERY

8-14-52

RECEIVED
AUG 20 1952
FOR FILING

Mr Lewis

August 14, 1952

Schrader Construction Company
4030 S. E. Kelly Street
Portland, Oregon

Gentlemen:

As per our telephone conversation of this morning, we are attaching a copy of Mr. Pfouts' letter concerning Mr. Averill's claim which they believe has to do with Contract No. 3588, awarded to you for construction of a grade separation structure at Boardman.

If there are any further developments concerning this claim, please let us know so that we may keep our records up to date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md
Attach.

NOTED ON CARD

RECEIVED
AUG 20 1952
FOR FILING

Mrs Lewis

August 11, 1952

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

We have today received a letter from Mr. J. F. Pfouts, an attorney whose address is Board of Trade Building, Portland, Oregon, stating that Mr. K. A. Schrader owes Archie R. Averill $1,1[illegible] for lumber furnished on Schrader's contract for construction of a grade separation structure at Boardman.

Apparently, Mr. Averill's claim refers to Contract No. 3588, awarded to Schrader Construction Company for construction of this structure.

We provide this information as your Company appears as surety on the bond furnished with Contract No. 3588.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:md

cc - Mr. Warner H. Bruce
1411 Fourth Avenue Building
Seattle, Washington

Pacific Underwirters
443 Pittock Block
Portland, Oregon

Schrader Construction Company
4030 S. E. Kelly Street
Portland, Oregon

NOTED ON CARD

RECEIVED
AUG 20 1952
FOR FILING

Mrs Lewis

August 11, 1952

Mr. J. B. Pfouts
Attorney at Law
Board of Trade Building
Portland, Oregon

Dear Mr. Pfouts:

This letter is in reply to yours of August 8 concerning State Highway Contract No. 3528 awarded to Schrader Construction Company for construction of a grade separation structure on the Boardman Section of the Boardman-Stanfield Highway in Morrow County. This contract was completed on May 14 and accepted by the Commission May 26, 1952.

Your claim, in the amount of $1,150 in behalf of Archie R. Averill for lumber, will be noted in our records and we will advise the surety that the claim has been received.

Continental Casualty Company through Pacific Underwriters, 443 Pittock Block, Portland, furnished the performance bond with the above-described contract.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

NOTED ON CARD

ATWATER 3552

J. B. PFOUTS
ATTORNEY AT LAW
BOARD OF TRADE BUILDING
PORTLAND, OREGON

August 8, 1952

1588

Oregon State Highway Commission
State House
Salem, Oregon

Gentlemen:

It is my understanding that R. A. Schrader, whose address is 4030 S. E. Kelly Street, Portland, Oregon, has a contract with the State Highway Commission, or has completed such a contract, for the construction of either an overpass or an underpass at Boardman, Oregon.

Would you be kind enough to give me a description of the contract and the date it was completed, if completed. Mr. Schrader owes Archie R. Averill for lumber on this contract in the sum of $1,150.00.

Very truly yours,

J. B. Pfouts
bd

J. B. Pfouts

JBP:bd

RECEIVED

BY SECRETARY

RECEIVED
FOR FILING

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1952

SUBJECT: Connecting Roadway
Between US 730 and US 30
East of Boardman

To:

H. B. Glaisyer
Secretary
OFFICE

Item 4. k. on the Agenda for the July 10-11 Commission Meeting had to do with construction of a connection between Highways 730 and 30 just easterly from Boardman. The Commission approved the Engineer's recommendation to construct the line.

I believe it would be well if the Minutes showed specifically that authority to acquire right of way was granted.

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:rmw

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JUL [illegible] 1952
FOR FILING

July 8, 1952

Oregon State Highway Commission

Gentlemen:

I wish to report to you on the final cost of the Boardman Grade Separation project, which is the interchange of US30 and US730 just east of Boardman. The final cost of this structure is $77,345, which is almost $11,000 in excess of the original project authorization.

This overrun occurred by reason of the fact that the contract for the overcrossing structure was let considerably later than the contract for the grading and topping of the Willow Creek-Boardman Section, and the overcrossing structure had not advanced to a sufficient stage to permit the grading contractor on the Willow Creek-Boardman Section to construct the necessary approaches to the overcrossing structure. It thus becomes necessary to transfer the cost of the approaches from the grading project to the overcrossing project. The overrun on the overcrossing project, as stated above, is slightly under $11,000, whereas the Willow Creek-Boardman project underran approximately $45,000, so that the net result on the two projects is an underrun of approximately $34,000. In order to clear the records, however, it is desirable that the project authorization on the Boardman Grade Separation be increased $11,000. The other project has already been finaled with the underrun of project authorization as stated above.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

cc Mr. G. S. Paxson
   Mr. C. H. Maison

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 11, 1952

(CONTRACT NO.) 3588	(EST. NO.)	(CONTRACT)
3588	7-final	Schrader Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9803	R- 42177	$ 4,534.44	June 11, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 31, 1952

Time Extensions: None

Completion Date: May 14, 1952

Date Accepted: May 26, 1952

Penalties: None of Record

Claims: None of Record

Remarks:

Date: 6-12-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

[illegible]
13

RECEIVED
MAY 26 1952
FOR FILING

May 23, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway contract No. 3588 for work performed on the Boardman Grade Separation on the Boardman-Stanfield Highway in Morrow County was completed by the contractor, Schrader Construction Co., on May 14, 1952 but has not as yet been accepted by the Commission.

Final payment in the amount of $4,534.44 will be made to the contractor after acceptance by the Highway Commission. The total contract amount is $66,921.94, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pacific Underwriters
443 Pittock Block
Portland, Oregon

NOTED ON CARD
[illegible]

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FOR FILING
FORM E-20 2M 6-51 49718

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1952

SUBJECT: Boardman Grade Separation

To:

Mr. W. C. Williams
Asst. State Highway Engineer
Office

Dear Sir:

Herewith an order for state force work covering backfilling and surfacing at this structure in the amount of $5,160. Our project authorization only carried $400 for this work. Additional money is due to the fact that the approach grading was not completed as far as was anticipated under the grading contract. The grading contractor is now gone. We have already had an overrun in structural excavation that has used up quite a bit of our contingency fund, and this state force order will be our estimated final expenditure above the 10 percent overrun limit. It is requested that the Commission increase our authorization by the amount of $5,000.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

NOTED
W. C. WILLIAMS

GSP:gm

RECEIVED
APR 4 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

November 15, 1951

Schrader Construction Co.
4030 S. E. Kelly St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3588, which was awarded to you on October 11, 1951 by the State Highway Commission, covering the Boardman Grade Separation on the Boardman-Stanfield Highway in Morrow County. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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RECEIVED
OCT [illegible] 1951
FOR FILING

October 15, 1951

Schrader Construction Co.
4030 S.E. Kelly Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 11, 1951 awarded you Contract No. 3588 for the Boardman Grade Separation on new alignment of the Columbia River Highway in Morrow County. This award was based on your low bid of $60,460 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls;
Enc.

UI-323(1) McGill Undercrossing on T. H. 1951
Banfield Expressway near
3589 Fairview

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 11, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3589	7 Final	Birkemeier and Saremal

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12213	R-44604	$ 3,228.55	July 11, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. S. Herr
ACCOUNTING DIVISION

Specified Completion Date: Nov. 30, 1952

Time Extensions: None

Completion Date: June 6, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

J. S. Herr

RECEIVED
JUL [illegible] 1952
FOR FILING

July 1, 1952

General Casualty Company of America
Mansfield & Co., Agent
302 Lewis Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3589 covering the McGill Undercrossing on the Fairview-Sundial Section of the Columbia River Highway in Multnomah County was completed by the contractor, Birkemeier & Saremal, on June 6, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,228.55 will be released to the contractor after acceptance of the contract by the Commission. The total contract amount is $41,247.40, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Company of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Department

NOTED ON CARD

7-1-52 gl

RECEIVED
FOR FILING

[illegible]

November 15, 1951

Birkemeier & Saremal
301 Lewis Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3589, which was awarded to you on October 11, 1951 by the State Highway Commission, covering construction of McGill Undercrossing over the T. H. Banfield Expressway on the Columbia River Highway in Multnomah County.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

[illegible] 11/15

RECEIVED
FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
Division Eight

C O P Y

408 St. Hwy. Bldg.
Salem, Oregon

October 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Allotment Authorizations, 4Q51
Nos. D35-106, D35-107, D35-109
D35-117

Dear Sir:

Attached are two copies each, subject allotment authorizations:

BPR Serial No.	Date	Project Number	Project Name	Carbon Steel Tons	Allotment Number
D35-106	10-12-51	S-35(3)	Johnson Bridge over Trask River	71	J-3-4Q51
D35-107	10-12-51	S-36(2)	Dougherty Slough Bridge	34	J-3-4Q51
D35-109	10-12-51	S-116(1)	Dee Bridge	55	J-3-4Q51
D35-117	10-12-51	UI-323(1)	McGill Overcrossing	61	J-3-4Q51

Very truly yours,

C. G. Polk
Acting District Engineer

By: W. H. Schwiesow (Signed)

W. H. SCHWIESOW
Highway Engineer

Referred to Williams by
State Highway Engineer

Noted:Williams
Gardner has Copies

Encls.
CC-C. A. Gardner

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Birkemeier & Saremal
Lewis Building
Portland, Oregon

Date: **October 12, 1951**
BPR Serial No. D**35-117**
State: **Oregon**

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Oregon UI-323(1), McGill Undercrossing

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel	**61 tons**	**8-3-4451**	**fourth quarter 1951**

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designated projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

**Room 408, State Highway Building
Salem, Oregon**

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the above-named projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W. H. LYNCH
Division Engineer

RECEIVED
OCT 15 1951

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FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 11, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project UI-323(1), McGill Undercrossing, Fairview-Sundial Road Section of the T. H. Banfield Expressway, to Berkemeier and Saremal of Portland, low bidder in the amount of $42,196.60 at the October 11, 1951 bid opening.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
OCT 12 1951
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project UI-323(1)
McGill Overcrossing on the
Fairview-Sundial Road Section
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two, of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

Copy to Paxson

CC - Division 8 Office

REFERRED TO
By State Highway Engineer

ECEIVED
OCT 1 - 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Const
Fed Aid
[illegible]

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project UI-323(1), McGill Overcrossing on the Fairview-Sundial Road Section of the T. H. Banfield Expressway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

3-3417 Dormitory at Timberline Junction 1951
on Mt. Hood Highway about ⅓ mile
3590 from Government Camp

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 28, 1952

(CONTRACT NO.) 3-2417	(EST. NO.)	(CONTRACT0R)
3590	7-final	McKel, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13016	R-45387	$ 5,079.62	7/28/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: None

Completion Date: June 30, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-31-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 1952

NOTED ON CARD

RECEIVED
FOR FILING

July 16, 1952

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3590 for construction of dormitory at Timberline Junction in Clackamas County was completed by the contractor, McKel, Inc., on June 30, 1952 and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $5,079.62 will be released to the contractor on or after July 26, 1952. The total contract amount is $59,446.00, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD
7-16-52 g

RECEIVED
FOR FILING

[illegible]

3[illegible]

November 2, 1951

McKel, Inc.
6537 S. W. 45th Ave.
Portland 19
Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3590 which was awarded to you on October 12, 1951 by the State Highway Commission, for construction of dormitory at Timberline Junction in Clackamas County.

We are also mailing a fully executed copy of this contract to the surety on your bond.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl
encl. 1

Recorded 11 [illegible]

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OCT 16 1951
FOR FILING

5 3417

[illegible]

October 15, 1951

McKel, Inc.
6537 S.W. 45th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on October 11, 1951 awarded you contract No. 3590 for dormitory at Timberline Junction on Mt. Hood Highway in Clackamas County. This award was based on your low bid of $59,772.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.

BF-137(4) Bay City-Tillamook 1961
Structures
#3591 Construct 6 bridges

RECEIVED
FOR FILING

November 16, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from October 31, 1952 to September 10, 1953 within which to complete your contract No. 3591, for construction of the Kilchis River Bridge and others on the Oregon Coast Highway in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 3, 1953

[illegible] ~~(CONTRACT NO.)~~ [illegible]	(EST. NO.)	(CONTRACTOR)
3591	12-final	Tom Lillebo

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21539	R-79699	$ 13,886.23	11/3/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Oct. 31, 1952

Time Extensions: to Sep. 10, 1953 without penalty

Completion Date: Sep. 10, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-4-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

a.a. Wicklander

RECEIVED
FOR FILING

CF-137(1)

October 23, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3591 for constructing the Kilchis River and five other bridges on the Oregon Coast Highway in Tillamook County was completed by the contractor, Tom Lillebo, on September 10, 1953 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $13,886.23 will be released to the contractor after acceptance by the Commission. The total contract amount is $182,757.48 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

11-23-53

RECEIVED
FOR FILING

[illegible]

3511

October 12, 1953

Request for extension of time
No. 5
October 29 and 30 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Kilchis River Bridge and Others
in Tillamook County,
Contract 3511
Tom Lillebo, Contractor

Tom Lillebo, contractor for the structures on the Bay City-Tillamook Section of the Oregon Coast Highway, has requested a third extension of time from August 31 to September 10, 1953, for the completion of the work on the project. Under the contract the work should have been completed on October 31, 1952.

All work on the project other than the completion of a reinforced concrete box culvert was completed within the previous time extension. The culvert could not be completed until the grading work was done during the summer of 1953.

This section is not yet open to traffic, and no inconvenience has been caused the public nor has there been any additional engineering costs. It is recommended that the extension be granted without penalty to the contractor. Attached hereto is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

PMS:gm

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MAR 18 1953
FOR FILING

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3

March 18, 1953

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on February 17, 1953, had under discussion your request for an extension of time of 234 days, from January 10 to August 31, 1953, within which to complete your contract No. 3591 covering structures on the Oregon Coast Highway in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD

3-18-53 g

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[illegible]

January 2[illegible], 1953

State Highway Commission

Request for extension of time
No. 1
February 1953 meeting

Gentlemen:

Re: Bay City-Tillamook Section
Structures, Contract No. 3591
Tom Lillebo, Contractor

Herewith an application for an extension of time on the contract for the structures on the Bay City-Tillamook Section in Tillamook County, Tom Lillebo, contractor.

This project was previously extended to January 10, 1953. The structures under the original contract are now practically complete only a very small amount of surface finish remains to be done. We have directed the contractor to postpone this work until weather conditions are such that suitable results can be obtained.

To this contract has been added a box culvert on the adjacent grading project, which culvert cannot be constructed until some of the grading is done early next summer. It is the construction of this culvert which makes necessary the time extension.

Because of these circumstances it is recommended that this second extension, from January 10, 1953 to August 31, 1953, be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
CSP:gm

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BF-[illegible]7(1)

[illegible]

December 12, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 71 days, from October 31, 1952 to and including January 10, 1953, within which to complete your contract No. 3591 for constructing the Kilchis River Bridge and others on the Oregon Coast Highway in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very tfuly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson
Bridge Engineer

RECEIVED
FOR FILING

November 19, 1952

State Highway Commission

Request for extension of time
No. 21
November 24-25 meeting.

Gentlemen:

Re: Kilchis River Bridge and Others
Contract 3591
Tom Lillebo, Contractor

Attached hereto is a copy of a request from Tom Lillebo, contractor for the construction of the Kilchis River Bridge and others on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, for an extension of time from October 31, 1952 to and including January 10, 1953, for the completion of the work on this project.

Because of right-of-way difficulties, the award of contract was delayed from the opening of bids on October 12, 1951 until December 7, 1951. This delay caused the loss of good working weather in the fall of 1951. Also, it became necessary to splice some of the foundation piling for these structures, which was not contemplated in the original design and caused some delay in the work.

It is recommended that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:gm

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3591

January 8, 1952

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3591 which was awarded to you on December 7, 1951 by the State Highway Commission, covering construction of Kilchis River Bridge and five other bridges on the Oregon Coast Highway in Tillamook County.

We are also sending an executed copy of this contract to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/8

RECEIVED
FOR FILING

December 7, 1951

Mr. Tom Lillebo
Reedsport, Oregon

Dear Mr. Lillebo:

The State Highway Commission on October 12th accepted your proposal to construct six reinforced concrete slab span and beam span bridges over the Kilchis River and sloughs on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County for the sum of $184,232 and awarded contract No. 3591 to you subject to clearance of right of way and receipt of concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

md
Enc.

cc - H. C. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis
W. M. Franzwa (S.I.A.C.)

[illegible]

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION
W. P. MARSHALL, PRESIDENT
1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 7, 1951
11:00 a.m.

Mr. Tom Lillebo
Reedsport, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Bay City-Tillamook Section Structures in Tillamook County for which you submitted low bid on October 12, 1951. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
C. W. Hoad
Accounting (5001-900)
Files

RECEIVED
FOR FILING

[illegible]

December 7, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Bay City-Tillamook Section Structures
F.A.P. Oregon BF-137(4)

Right-of-way matters on this project are cleared up, and we now propose to award the contract as of this date to Tom Lillebo, Reedsport, Oregon, on his low bid of $184,232.00 submitted on October 12, 1951. May we have your concurrence in this award.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

GAG/ds

cc G. S. Paxson

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FOR FILING
FORM E-30X 15M 6-49 32803

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1951

SUBJECT:

W. C. WILLIAMS

To: Mr. Forrest Cooper
Right of Way Engineer
Office

Dear Mr. Cooper:

As you know, we have awarded a contract for construction of the Bay City-Tillamook Section of the Oregon Coast Highway, which project involves several condemnation actions concerning property lying both northerly and southerly of Kilchis River. I understand that the Commission's resolution adopting the survey pertains only to the Bay City-Kilchis River Section, and that the Commission has not adopted a survey or authorized acquisition of rights of way for or construction of that portion of the Bay City-Tillamook Section lying southerly of Kilchis River.

I will appreciate your checking with the Engineering Department to determine if the Kilchis River-Tillamook Section may have been previously presented to the Commission for adoption, and if such is not the case, your requesting the Engineering Department to present to the Commission at its December meeting for adoption the survey of that portion of the Bay City-Tillamook Section lying southerly of the Kilchis River. The resolution adopting this portion of the line should be nunc pro tunc so as to be retroactive in effect and cover the awarding of the contract and the prior authorization and filing of condemnation complaints.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams
H. B. Glaisyer

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FOR FILING

November 21, 1951

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to page 24 of the Special provisions for the Bay City-Tillamook Section, Project No. EF-137 (4).

Subsequent to submission to your department of the bid proposals for this project, special provision page 24 was revised to include two additional specifications under the sub-heads "Time Reserved for Award of Contract and Preparation of Contract Documents" and "Award of Proposal and Return of Proposal Guarantees" but inadvertently these revised specifications were not submitted to you.

We are accordingly enclosing [illegible] copies of the revised page.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:cw

RECEIVED

FOR FILING

October 17, 1951

Heavy Hauling Company
Box 327
Astoria, Oregon

Gentlemen:

The State Highway Commission has accepted the bid in the amount of $238,645.00 for grading and paving on the Bay City-Tillamook Section of the Oregon Coast Highway in Tillamook County, submitted by you on October 12, 1951.

Yours was the low bid received for this project, and the Commission has awarded the contract to you subject to clearance of right of way matters and concurrence by the Bureau of Public Roads.

The Engineer was authorized and instructed to prepare contract forms for execution by you when such concurrence has been received from the Bureau of Public Roads and the right of way matters have been clarified.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By:

Floyd Query
Acting Secretary

mhs

RECEIVED
FOR FILING

October 15, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

The State Highway Commission on October 12, 1951 awarded you Contract No. 3591 for the Bay City-Tillamook Section Structures; Contract No. 3592 for the Johnson Bridge over Trask River; and Contract No. 3593 for the Dougherty Slough Brdige, all in Tillamook County. These awards were based on your low bids of $184,232, $79,045 and $47,594, respectfively.

I am enclosing copies of the proposal forms, which contain specificiations, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.

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FOR FILING

OREGON DISTRICT

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3871

B-137(4)

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Re: Oregon Project BF-137(4)
Bay City-Tillamook Section of
the Oregon Coast Highway - Letter
of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

Copy to Paxson.

CC - Division 8 Office

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

S-35(3) Johnson Bridge over Trask 1/51
River

3592

RECEIVED
FOR FILING

September 18th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Sunset Highway-Multnomah County Line and McDaniel Road-Multnomah County Line Contract #3592, Oregon S-136(1) and S-7(2), from August 31st, 1953, to October 15th, 1953, to Porter W. Yett, contractor.

Drainage and culvert construction on this project was performed by Washington County forces, operating at the same time as the contractor. The inability of the County to complete their portion necessarily held the contractor up on his paving operations.

I recommend the extension without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

E

cc to: H. G. Smith

RECEIVED
FOR FILING

December 12, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 24, 1952, had under discussion your request for an extension of time of 84 days, from July 31 to and including October 23, 1952, within which to complete your contract No. 3592 for constructing bridge over the Trask River (Johnson) on County Road No. 13 in Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: J. E. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Nov. 20, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3592	9-final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21159	R-53806	$ 5,809.77	11/19/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: July 31, 1952

Time Extensions: to Oct. 23, 1952

Completion Date: Oct. 23, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-3-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A.A. Wiklander

NOTED ON CARD

RECEIVED
FOR FILING

November 17, 1952

State Highway Commission

Request for extension of time
No. 20
November 24-25 meeting

Gentlemen:

Re: Johnson Bridge over Trask River
Contract 3992
Tom Lillebo

Herewith copy of a request from Tom Lillebo, contractor for the Trask River Bridge on a county road in Tillamook County, for an extension of time from July 31, 1952 to and including October 23, 1952, for the completion of the work on this project.

The structure was opened to traffic on July 1, 1952, which is before the expiration of the specified completion date. The work done during the period for which the time extension is requested consisted of the surface finish of the piers and the removal of a small amount of cribbing around the piers. The removal of this cribbing was postponed until low water period in the fall.

In view of the fact that no inconvenience or additional cost has been caused the State, it is recommended that the extension be granted without penalty to the contractor. Attached hereto is a copy of the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:cc
Attached

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FOR FILING

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[illegible]

October 31, 1952

Glens Falls Indemnity Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 3592, for construction of Johnson Bridge over the Trask River on County Road No. 13 in Tillamook County, was completed by the contractor, Tom Lillebo, on October 23, 1952 but has not as yet been accepted by the Commission.

Final payment in the amount of $5,809.77 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $76,558.39, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD
10-11-52 gl

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FOR FILING
S-35(3)
3592

MONTANA
OREGON
IDAHO
WASHINGTON

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

February 25, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon S-35(3)
Trask River Bridge

Dear Sir:

Enclosed for your files is an excuted copy of the project agreement for the above project.

Very truly yours,

W. H. LYNCH
Division Engineer

By: Caufield
L. J. Caufield
Principal Highway Engineer

Encl.

Tror

Form PR 2 (Revised 1946)

Federal Aid Secondary

State Oregon
Project No. S-35(3)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of February, 19 52 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th. day of June, 19 51, a program, which was approved on the 7th day of August, 19 51, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of September, 19 51; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of fifty-four thousand and 00/100 dollars ($ 54,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11370-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 80+50 in the NW 1/4, Section 34, T-1-S, R-9-W, W.M., and survey station 91+25 in the SW 1/4, Section 34, T-1-S, R-9-W, W.M., without exception

, 0.204 Secondary miles, in Tillamook County, being Oregon Federal Aid/ project No. S-35(3), consisting of 0.155 miles of roadway and one bridges, xxxxx each of more than 20 feet clear span, 0.049 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **fifty-four thousand and 00/100** dollars ($**54,000.00**), which does not exceed the authorized Federal pro rata share of **eighty-six thousand nine hundred forty-nine and 50/100** dollars ($**86,949.50**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer** (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By

Acting *Division Engineer,*
Public Roads Administration.

RECEIVED
FOR FILING

January 25, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Trask River Bridge Section, Project No. S-35 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWH:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-35 (3)

TRASK RIVER BRIDGE SECTION OF THE FAIRVIEW-CLEMENTS CORNER ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 11, 1952

Type Code 2010
Roadway (Sta. 80+50 to 84+12)(Sta. 86+72 to 91+25)

3,200	cu. yds.	Embankment in Place	$ 1.50	$ 4,800.00
200	cu. yds.	3/4" - 0 Material in Leveling Course	5.00	1,000.00
5	M-gal.	Sprinkling	3.00	15.00
			Subtotal	$ 5,815.00
			10% Engr. & Cont.	581.50
			Total	$ 6,396.50

Type Code X021
Bridge (Sta. 84+12 to 86+72)

All Required		Removal of Old Bridge		$ 9,000.00
All Required		Shoring, Cribbing, Etc.		9,000.00
350	cu. yds.	Structural Excavation	$ 6.00	2,100.00
10	cu. yds.	Excavation Below Elevation Shown	15.00	150.00
632	lin. ft.	Furnish Treated Piling	2.00	1,264.00
16	only	Drive Piles	56.00	896.00
570	cu. yds.	Class "A" Concrete	56.00	31,920.00
100	cu. yds.	Seal Concrete	40.00	4,000.00
149,000	lbs.	Metal Reinforcement	0.10	14,900.00
			Subtotal	$73,230.00
			10% Engr. & Cont.	7,323.00
			Total	$80,553.00

Length of Roadway	0.155 mile
Length of Bridge	0.049 mile
Total Length	0.204 mile
Cost per mile, Roadway	$41,267.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 6,396.50	$ 3,973.00	$ 2,423.50
Bridge	80,553.00	50,027.00	30,526.00
	$86,949.50	$54,000.00	$32,949.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-35 (3)

TRASK RIVER BRIDGE SECTION OF THE
FAIRVIEW-[illegible] [illegible] [illegible] IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1951

Type Code 3210
Roadway (Sta. 80+50 to 84+12) (Sta. 86+72 to 91+25)

3,200	cu. yds.	Embankment in Place	$ 1.00	$ 3,200.00
200	cu. yds.	3/4" - 0 Material in Leveling Course	3.50	700.00
5	M-gals.	Sprinkling	4.00	20.00
		Subtotal		$ 3,920.00
		10% Engr. & Cont.		392.00
		Total		$ 4,312.00

Type Code X021
Bridge (Sta. 84+12 to 86+72)

All Required		Removal of Old Bridge		$ 5,000.00
All Required		Shoring, Cribbing, etc.		12,000.00
350	cu. yds.	Structural Excavation	$ 6.00	2,100.00
10	cu. yds.	Excavation Below Elevation Shown	8.00	80.00
632	lin. ft.	Furnish Treated Piling	1.75	1,106.00
16	only	Drive Piles	75.00	1,200.00
570	cu. yds.	Class "A" Concrete	65.00	37,050.00
100	cu. yds.	Seal Concrete	40.00	4,000.00
149,000	lbs.	Metal Reinforcement	0.12	17,880.00
		Subtotal		$80,416.00
		10% Engr. & Cont.		8,041.60
		Total		$88,457.60

Length of Roadway	0.155 mile
Length of Bridge	0.049 "
Total Length	0.204 "
Cost per mile, Roadway	$27,819.35

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 4,312.00	$ 2,556.00	$ 1,756.00
Bridge	88,457.60	52,444.00	36,013.60
	$92,769.60	$55,000.00	$37,769.60

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

[illegible] Polk
Acting
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

September 20, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

Ninth Supplemental

COUNTY

Route No. FAS 620

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
Item as Now Programed	153	-35 (3)	Crossing of Trask River	Survey-Plans					Bridge
				Right-of-Way					
				Construction	90,000	55,000	35,000		
				Total	90,000	55,000	35,000	.07	
Requested Revision	153	-35 (3)	Crossing of Trask River	Survey-Plans					Widen and Resurface Road Appro., Bridge
				Right-of-Way					
				Construction	96,000	55,000	41,000		
				Total	96,000	55,000	41,000	.20	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: To include as participating work the construction of short roadway approaches.

Date September 20, 1951

By Assist.
(State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

GOVERNMENT PRINTING OFFICE 16—61038-1

RECEIVED
FOR FILING

[illegible]

[illegible]

November 15, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on October 12, 1951, as follows:

Contract No. 3592, covering construction of the Johnson Bridge over the Trask River on County Road No. 13, Tillamook County.

Contract No. 3593, covering construction of the Dougherty Slough Bridge on County Road No. 12, in Tillamook County.

Executed copies of these contracts are also being sent to the surety on your performance bonds furnished in connection with the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

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1951
FOR FILING

S 35 (3)

3592

November 15, 1951

County Court of Tillamook County
Court House
Tillamook, Oregon.

Gentlemen:

We are enclosing, herewith, for the records and files of the County of Tillamook one fully executed copy each of two maintenance agreements between the State Highway Commission and Tillamook County in connection with the Dougherty Slough Bridge Section, Oregon Project S-36(2), FAS Highway 551; and the Trask River Bridge Section, Oregon Project S-35(3) FAS Highway 620, in Tillamook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Encl. 2

RECEIVED
FOR FILING

October 22, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir::

We are sending you today, by express, five copies each of two contracts which were awarded to you by the State Highway Commission on October 12, 1951, as follows:

Contract No. 3592, covering construction of the Johnson Bridge over the Trask River on County Road No. 13, Tillamook County.

Contract No. 3593, covering construction of the Dougherty Slough Bridge on County Road No. 12, in Tillamook County.

Please execute four copies of each of these contracts as to agreement and bond, and return them to this office for approval by the Highway Commission. When this has been done fully executed copies will be returned to you for your files. We will also send executed copies to the surety on your bonds. The fifth copy is for your information and use while the other four copies are being executed, and should not be returned to us.

Your special attention is called to the paragraph under Section 7-1.7.18, Page 12, of the printed general provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on the work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query
Acting Secretary

gl

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

October 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Allotment Authorizations, 4Q51
Nos. D35-106, D35-107, D35-109
D35-117

Dear Sir:

Attached are two copies each, subject allotment authorizations:

BPR Serial No.	Date	Project Number	Project Name	Carbon Steel Tons	Allotment Number
D35-106	10-12-51	S-35(3)	Johnson Bridge over Trask River	71	J-3-4Q51
D35-107	10-12-51	S-36(2)	Dougherty Slough Bridge	34	J-3-4Q51
D35-109	10-12-51	S-116(1)	Dee Bridge	55	J-3-4Q51
D35-117	10-12-51	UI-323(1)	McGill Undercrossing	61	J-3-4Q51

Very truly yours,

C. G. POLK
Acting District Engineer

By W. H. Schwiesow
W. H. SCHWIESOW
Highway Engineer

W. C. WILLIAMS

Williams

TO

File.
Gardner has copies

Encls.

CC - C. A. Gardner

W. C. WILLIAMS

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Tom Lillebo
Reedsport, Oregon

Date: October 12, 1951
BPR Serial No. D35-106
State: Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Oregon S-35(3), Johnson Bridge over Trask River

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel	71 tons	J-3-4051	fourth quarter 1951

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designated projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

Room 408, State Highway Building
Salem, Oregon

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the above-named projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W. H. LYNCH
Division Engineer

RECEIVED
OCT [illegible] 1951
FOR FILING

October 15, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

The State Highway Commission on October 12, 1951 awarded you Contract No. 3591 for the Bay City-Tillamook Section Structures; Contract No. 3592 for the Johnson Bridge over Trask River; and Contract No. 3593 for the Dougherty Slough Bridge, all in Tillamook County. These awards were based on your low bids of $184,232, $79,045 and $47,594, respectively.

I am enclosing copies of the proposal forms, which contain specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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Enc.

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FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

October 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-35(3), Trask River Bridge Section of the Fairview-Clements Corner Road, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $79,045.00 at the October 12, 1951 bid opening.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
OCT 22 1951
OREGON
STATE HIGHWAY COMMISSION

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OCT [illegible] 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

October 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-35(3), Trask River Bridge Section of the Fairview-Clements Corner Road, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $79,045.00 at the October 12, 1951 bid opening.

Very truly yours,

GGPolk
C. G. POLK
Acting District Engineer

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OCT 20 1951
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

OREGON DISTRICT
[illegible] (3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Williams

Dear Sir:

This will confirm for the record that Item 153, Project S-35 (3) as described in memorandum request dated Sept. 20, 1951 has been approved on the Postwar Federal Aid Secondary Highway Program, as of September 26, 1951.

The item will appear on the program as of September 26, 1951, as follows:

Item	153
County	Tillamook
Project No.	S-35 (3)
FAS Route No.	620
State Route	County Road
Termini	Crossing of Trask River

Estimated Cost of Project:

Total	$96,000
Federal	55,000
State	41,000
Length	0.20 mile
Character of Work	Widen and Resurface Road Approaches, Bridge

copy to [illegible]

Very truly yours,

C. G. Polk
Acting District Engineer

By R. E. McMullen
R. E. McMullen
District Program & Planning Engr.

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OCT 10 1951
OF [illegible]
STATE HIGHWAY COMMISSION

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FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 8, 1951

[illegible]
Enclosures
to Mr. Paxson

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon S-35(3), Trask River Bridge Section of the Fairview Corner Road in Tillamook County.

Very truly yours,

W. H. LYNCH
Division Engineer

Encls.

RECEIVED
OCT 10 1951
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project S-35(3), Trask River Bridge Section of the Fairview-Clements Corner Road in Tillamook County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please furnish the usual copies of county resolution and maintenance agreement prior to preparation of the project agreement estimate.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAM

RECEIVED
1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project S-35(3) Trask
River Bridge
Project S-36(2) Dougherty
Slough Bridge

Dear Sir:

Your September 20, 1951 letter requested our approval of a specification which will provide that pay quantities of embankment materials shall be determined by cross section measurement of the completed embankment for the above two proposed projects.

As the materials will be borrowed from stream beds which are subject to erosion, the proposed specification is satisfactory to this office.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAM

Copy to Probert

RECEIVED
[illegible] 1951
FOR FILING

September 20, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Projects S-35 (3) and S-36 (2), involving construction of bridges and approach embankments at crossings of the Trask River and Dougherty Slough in Tillamook County.

As materials for the approach embankments must be "borrowed" and as gravel for such purpose is available from stream beds, we propose to require that gravel be used and that the contractor be permitted to make selection of the source or sources. Use of gravel on that basis makes measurement of the embankment materials in "original position" impractical, if not impossible.

In view of the above, we request your approval of our specifying that the pay quantities of embankment materials be determined by cross-section measurement of the completed embankments.

Quantities involved are: 3,200 cubic yards at the Trask River crossing and 700 cubic yards at the Dougherty Slough crossing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

S-36(2) Dougherty Slough Bridge. 1941

3593

RECEIVED
AUG 19 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Aug. 15, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3593	7-final	Tom Lillebo

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
14749	R-46904	$ 3,553.47	8/15/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 30, 1952

Time Extensions: Extended to May 5, 1952 without penalty

Completion Date: May 5, 1952

Date Accepted: May 26, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-15-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
AUG 19 1952
FOR FILING

August 4, 1952

Glens Falls Indemnity Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

State Highway Contract No. 3593 for construction of the Dougherty Slough Bridge on the Tillamook County Road No. 12 was completed by the contractor, Tom Lillebo, on May 5, 1952, and was formally accepted by the Highway Commission on May 26, 1952.

Final payment in the amount of $3,553.47 will be released to the contractor on or after August 14. The total contract amount is $45,663.42 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

NOTED ON CARD
8-11-52

cc - Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

RECEIVED
JUN 10 1952
FOR FILING

June 6, 1952

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on May 26, 1952, had under discussion your request for an extension of time of five days, from April 30 to and including May 5, 1952, within which to complete your contract No. 3593 for constructing Dougherty Slough Bridge on County Road No. 12, Tillamook County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
6-6-52

RECEIVED
JUN 3 1952
FOR FILING

May 15, 1952

State Highway Commission

Request for extension of time
No. 5
May 26 and 27 meeting.

Gentlemen:

Re: Dougherty Slough Bridge
Contract No. 3573
Tom Lillebo, Contractor

Herewith application from Tom Lillebo, contractor for the Dougherty Slough Bridge in Tillamook County, for an extension of time for five days, from April 30, 1952 to and including May 5, 1952, in order to complete the work on the project.

The structure was substantially complete within the time limit, but we required the contractor to do a small amount of surface finish and a more thorough cleaning up of the site, which accounts for the overrun in time.

It is recommended that the extension be granted without penalty to the contractor. A copy of the concurrence of the Bureau of Public Roads is attached hereto.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

OSP:gm

Form PR 2 (Revised 1946)

484

State Oregon

Project No. S-36(2)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of March, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 26th day of September 51, 19, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-one thousand and 00/100 dollars ($31,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ....

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 45+30 in the SE 1/4 and survey station 52+00 in the NE 1/4, Section 20, T-1-S, R-9-W, without exception

............, length 0.127 miles, in Tillamook County, being Oregon Federal Aid/Secondary project No. S-36(2), consisting of 0.097 miles of roadway and one bridgxxxxx of more than 20 feet clear span, 0.030 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of thirty-one thousand and 00/100 dollars ($31,000.00), which does not exceed the authorized Federal pro rata share of fifty-two thousand three hundred fifty-three and 40/100 dollars ($52,353.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest
SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
MAR 27 1952
DIVISION 8

RECEIVED
JAN [illegible] 1952
FOR FILING

January 25, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Dougherty Slough Section, Project No. S-36 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JPM:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-36 (2)

DOUGHERTY SLOUGH BRIDGE SECTION
OF THE WILSON RIVER LOOP ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 11, 1952

Type Code 2010
Roadway (Sta. 45+30 to 48+45)(Sta. 50+01 to 52+00)

700	cu. yds.	Embankment in Place	$ 1.50	$ 1,050.00
All Required		Reshaping Existing Roadbed		500.00
130	cu. yds.	3/4" - 0 Material in Leveling Course	5.00	650.00
4	M-Gal.	Sprinkling	3.00	12.00
			Subtotal	$ 2,212.00
			10% Engr. & Cont.	221.20
			Total	$ 2,433.20

Type Code X021
Bridge (Sta. 48+45 to 50+01)

All Required		Removal of Old Bridge		$ 4,000.00
All Required		Shoring, Cribbing, Etc.		7,500.00
250	cu. yds.	Structural Excavation	$ 6.00	1,500.00
10	cu. yds.	Excavation Below Elevations Shown	15.00	150.00
980	lin. ft.	Furnish Untreated Foundation Piling	0.60	588.00
36	only	Drive Foundation Piles	35.00	1,260.00
692	lin. ft.	Furnish Treated Piling	2.00	1,384.00
12	only	Drive Piles	50.00	600.00
320	cu. yds.	Class "A" Concrete	60.00	19,200.00
55	cu. yds.	Seal Concrete	40.00	2,200.00
70,000	lbs.	Metal Reinforcement	0.10	7,000.00
			Subtotal	$45,382.00
			10% Engr. & Cont.	4,538.20
			Total	$49,920.20

Length of Roadway	0.097 mile
Length of Bridge	0.030 mile
Total Length	0.127 mile
Cost per mile, Roadway	$25,082.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 2,433.20	$ 1,441.00	$ 992.20
Bridge	49,920.00	29,559.00	20,361.00
	$52,353.20	$31,000.00	$21,353.20

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-36 (2)

DOUGHERTY SLOUGH BRIDGE SECTION
OF THE WILSON RIVER LOOP ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1951

Type Code 321C
Roadway (Sta. 45+30 to 48+45) (Sta. 50+01 to 52+00)

700	cu. yds.	Embankment in Place		
All Required		Reshaping Existing Roadbed	$1.50	$1,050.00
130	cu. yds.	3/4" - 0 Material in Leveling Course		200.00
4	M-gals.	Sprinkling	3.50	455.00
			4.00	16.00
		Subtotal		$1,721.00
		10% Engr. & Cont.		172.10
		Total		$1,893.10

Type Code X021
Bridge (Sta. 48+45 to 50+01)

All Required		Removal of Old Bridge		
All Required		Shoring, Cribbing, Etc.		$ 4,000.00
250	cu. yds.	Structural Excavation		10,000.00
10	cu. yds.	Excavation below Elevations Shown	$ 6.00	1,500.00
980	lin. ft.	Furnish Untreated Foundation Piling	8.00	80.00
36	only	Drive Foundation Piles	.70	686.00
692	lin. ft.	Furnish Treated Piling	50.00	1,800.00
12	only	Drive Piles	1.75	1,211.00
320	cu. yds.	Class "A" Concrete	55.00	660.00
55	cu. yds.	Seal Concrete	65.00	20,800.00
70,000	lbs.	Metal Reinforcement	40.00	2,200.00
			.12	8,400.00
		Subtotal		$51,337.00
		10% Engr. & Cont.		5,133.70
		Total		$56,470.70

Length of Roadway	0.097 mile
Length of Bridge	0.030 mile
Total Length	0.127 mile
Cost per mile, Roadway	$19,516.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,893.10	$ 1,006.00	$ 887.10
Bridge	56,470.70	29,994.00	26,476.70
	$58,363.80	$31,000.00	$27,363.80

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

September 20, 1951
(Date)

The following major program change of the individual project is requested:

Oregon (State)
Federal Aid Secondary Highway Program (Previous program)
(Date of approval)

COUNTY Tillamook
Ninth Supplemental
Route No. FAS 551

	Item No.	Project No.	Termini	Project Cost: Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
Item as Now Programed	154	S-36 (2)	Crossing of Dougherty Slough	Survey-Plans					Bridge
				Right-of-Way					
				Construction	50,000	31,000	19,000		
				Total	50,000	31,000	19,000	.04	
Requested Revision	154	S-36 (2)	Crossing of Dougherty Slough	Survey-Plans					Gr. and Surf. Road Approaches, Bridge
				Right-of-Way					
				Construction	55,000	31,000	24,000		
				Total	55,000	31,000	24,000	.06	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: To include as participating work the construction of short roadway approaches.

Date September 20, 1951

By ______
Asst. (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—01033-1

November 15, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you by the State Highway Commission on October 12, 1951, as follows:

Contract No. 3592, covering construction of the Johnson Bridge over the Trask River on County Road No. 13, Tillamook County.

Contract No. 3593, covering construction of the Dougherty Slough Bridge on County Road No. 12, in Tillamook County.

Executed copies of these contracts are also being sent to the surety on your performance bonds furnished in connection with the above contracts.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

RECEIVED
FOR FILING

[illegible]

[illegible]

November 15, 1951

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Tillamook one fully executed copy each of two maintenance agreements between the State Highway Commission and Tillamook County in connection with the Dougherty Slough Bridge Section, Oregon Project S-36(2), FAS Highway 551; and the Trask River Bridge Section, Oregon Project S-35(3) FAS Highway 620, in Tillamook County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

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FOR FILING

Department of Commerce
BUREAU OF PUBLIC ROADS
Division Eight

COPY

408 St. Hwy. Bldg.
Salem, Oregon

October 16, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Allotment Authorizations, 4Q51
Nos. D35-106, D35-107, D35-109
D35-117

Dear Sir:

Attached are two copies each, subject allotment authorizations:

BPR Serial No.	Date	Project Number	Project Name	Carbon Steel Tons	Allotment Number
D35-106	10-12-51	S-35(3)	Johnson Bridge over Trask River	71	J-3-4Q51
D35-107	10-12-51	S-36(2)	Dougherty Slough Bridge	34	J-3-4Q51
D35-109	10-12-51	S-116(1)	Dee Bridge	55	J-3-4Q51
D35-117	10-12-51	UI-323(1)	McGill Overcrossing	61	J-3-4Q51

Very truly yours,

C. G. Polk
Acting District Engineer

By: W. H. Schwiesow (Signed)

W. H. SCHWIESOW
Highway Engineer

Referred to Williams by
State Highway Engineer

Noted:Williams
Gardner has Copies

Encls.
CC-C. A. Gardner

A-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Division 8

Date: October 12, 1951
BPR Serial No. D35-107
State: Oregon

Tom Lillebo
Reedsport, Oregon

Gentlemen:

HIGHWAY PROJECT IDENTIFICATION

Oregon S-36(2), Dougherty Slough Bridge

Specific Item	Quantity	Allotment Number	Period Valid
Carbon steel	34 tons	J-3-4Q51	fourth quarter 1951

You are hereby authorized to use the Bureau of Public Roads Allotment Number for the controlled material items, quantities, and periods specified above. The quantities are not to be exceeded and the use of the allotment number is valid only for the period specified. The use of the allotment numbers is subject to the following conditions:

1. The contractor, in addition to placing the Allotment Number on his material order, shall certify as follows: "Certified under CMP Regulation 6," and sign and date.

2. Materials received pursuant to this authorization must be used only in the construction of the designated projects, not in excess of the amount indicated for these projects. Further, the conditions set forth apply to the allotment authorized for these projects and do not affect the conditions that may be set forth for other projects under contract by you.

3. If you do not need to use this allotment number for the full amount of controlled materials authorized for the above-named projects, you must promptly notify the District Engineer for the Bureau of Public Roads of the amount not needed so that this authorization may be reduced and these materials authorized for other projects. The following is the District Engineer's address:

Room 408, State Highway Building
Salem, Oregon

4. Section 17(b) of CMP Regulation 6 provides that each contractor shall retain for at least two years at his regular place of business all documents upon which he relies as entitling him to receive an allotment of controlled materials, together with a record of the actual quantities received.

5. This allotment of steel and copper does not constitute a waiver of the requirements to secure authority to commence construction under NPA Order M-4, when such authority is necessary.

Correspondence and inquiries concerning this authorization should be addressed to the Bureau of Public Roads representative indicated in the paragraph numbered 3.

If a further allotment of steel or copper is needed for the above-named projects, application should be made through the State highway department to the Bureau of Public Roads District Engineer. Such application must be made at such time in advance as is specified in Schedule III of CMP Regulation 1, plus the time required to process the application. (The lead time required by the mills for most carbon steel is 45 days in advance of the first day of the month in which shipment is requested).

This action is taken pursuant to the Defense Production Act of 1950, DPA Program Determination, and CMP Regulation 6 relating to construction under the Controlled Materials Plan.

COMMISSIONER OF PUBLIC ROADS

By
W. H. LYNCH
Division Engineer

RECEIVED
FOR FILING

October 15, 1951

Mr. Tom Lillebo
Reedsport
Oregon

Dear Mr. Lillebo:

The State Highway Commission on October 12, 1951 awarded you Contract No. 3591 for the Bay City-Tillamook Section Structures; Contract No. 3592 for the Johnson Bridge over Trask River; and Contract No. 3593 for the Dougherty Slough Brdige, all in Tillamook County. These awards were based on your low bids of $184,232, $79,045 and $47,594, respectfively.

I am enclosing copies of the proposal forms, which contain specificiations, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 12, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-36(2), Dougherty Slough Bridge Section of the Wilson River Loop Road, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $47,594.00 at the October 12, 1951 bid opening.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
OCT 22 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 9, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Williams

Dear Sir:

This will confirm for the record that Item 154, Project S-36 (2) previously held in abeyance has been approved on the Postwar Federal Aid Secondary Highway Program effective Sept. 26, 1951.

The item will appear on the program as of September 26, 1951 as follows:

Item	154
County	Tillamook
Project No.	S-36 (2)
FAS Route No.	551
State Route	County Road
Termini	Crossing of Dougherty Slough 0.9 mile. north of FA Route No. 37

Estimated Project Cost:

Total	$55,000
Federal	31,000
State	24,000

Length	0.06 mile
Character of Work Proposed	Grading and Surfacing Road Approaches, Bridge

Very truly yours,

C. G. Polk
Acting District Engineer

By R. E. McMullen
R. E. McMullen
District Program & Planning Engr.

Copy to Probert

RECEIVED
OCT 10 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 8, 1951

Copy and enclosures
to Mr. Paxson

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon S-36(2), Dougherty Slough Bridge Section of the Wilson River Loop Road in Tillamook County.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

Encls.

RECEIVED
OCT 10 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING
OREGON DISTRICT

S-36(2

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Sept. 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P. S. and E. documents for Oregon Project S-36(2), Dougherty Slough Bridge Section of the Wilson River Loop Road in Tillamook County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please furnish the usual copies of county resolution and maintenance agreement prior to preparation of the project agreement estimate.

Very truly yours,

C G Polk
C. G. Polk
Acting District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
OCT 1 - 1951
FOR FILING

REFERRED TO
Huber
By Asst. Chief Engineer

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Project S-35(3) Trask
River Bridge
Project S-36(2) Dougherty
Slough Bridge

Dear Sir:

Your September 20, 1951 letter requested our approval of a specification which will provide that pay quantities of embankment materials shall be determined by cross section measurement of the completed embankment for the above two proposed projects.

As the materials will be borrowed from stream beds which are subject to erosion, the proposed specification is satisfactory to this office.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
[illegible]

RECEIVED
1951
FOR FILING

September 20, 1951

Mr. [illegible]. G. Kolk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to Projects S-35 (3) and S-36 (2), involving construction of bridges and approach embankments at crossings of the Trask River and Dougherty Slough in Tillamook County.

As materials for the approach embankments must be "borrowed" and as gravel for such purpose is available from stream beds, we propose to require that gravel be used and that the contractor be permitted to make selection of the source or sources. Use of gravel on that basis makes measurement of the embankment materials in "original position" impractical, if not impossible.

In view of the above, we request your approval of our specifying that the pay quantities of embankment materials be determined by cross-section measurement of the completed embankments.

Quantities involved are: 3,200 cubic yards at the Trask River crossing and 700 cubic yards at the Dougherty Slough crossing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gm

[illegible] Baker, [illegible]
ation in [illegible] city.

RECEIVED
OCT 1952
FOR FILING

October 7, 1952

Zephyr Electric
332 S. E. Emigrant
Pendleton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 24 days, from June 21 to July 15, 1952, within which to complete your contract No. 3594, for installing traffic signals at Baker.

I am pleased to inform you that the Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: E. F. Chidsey,
Division Engineer

O. R. Kennen,
Resident Engineer

G. S. Paxson,
Bridge Engineer

RECEIVED
P 18 1952
FOR FILING

September 18, 1952

Zephyr Electric
S. E. Emigrant at Fourth
Pendleton, Oregon

Attention: Mr. W. F. Zimmerman

Gentlemen:

We have your letter of September 17 concerning final payment on Contract No. 3594 for installing traffic signals in Baker.

Our records show that this contract was granted an extension of time to June 21, 1952, and that the work was completed July 15, 1952. The second extension of time from June 21 to July 15 will be presented to the Highway Commission at its meeting September 22 and 23. If it is accepted, it is expected that the warrant for final payment can be released within two weeks following the Commission meeting.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

SERVICE
SAFETY
SATISFACTION

Zephyr electric
W. F. ZIMMERMAN

FIXTURES
APPLIANCES
CONTRACTING

[redacted]
S. E. EMIGRANT AT FOURTH
TELEPHONE 494
PENDLETON, OREGON

Sept.17,1952

Oregon State Highway Commission
Salem, Oregon

3594

Dear Sir:

We have been waiting for the final payment on the Baker , Oregon street lighting job. This job finaled out on July 15th. And we have been wondering why payment was being held up.

Yours very truly
W. F. Zimmerman
Zephyr Ele tric

WFZ/de

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 2, 1952

(CONTRACT NO.) 1-16	(EST. NO.)	(CONTRACTOR)	
3594	F- 4	Zephyr Electric	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
16180	R-48718	$1,179.64	Sep. 2, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 7, 1952

Time Extensions: Extended to July 15, 1952 without penalty

Completion Date: July 15, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

NOTED ON CARD
9-29-52

RECEIVED
1952
FOR FILING

August 25, 1952

Request for extension of time
No. 1
September 22 and 23 meeting.

State Highway Commission

Gentlemen:

Re: Baker Traffic Signals
Contract No. 3574
Zephyr Electric, Contractor

Herewith application for extension of time from the Zephyr Electric, contractor for the Baker Traffic Signals, in the amount of 24 days, from June 21 to July 15, 1952, for the completion of the work on this contract. A previous extension of time was granted from May 7 to June 21, 1952, which was necessary because of nondelivery of material. The advice we had at that time was erroneous, and the material was not received in time to meet the limit of the extension.

The overrun in time is entirely due to slow delivery by material suppliers, and is not in any sense the fault of the contractor. It is recommended that a second extension be granted without penalty to the contractor. This is a State Project, and the concurrence of the Bureau of Public Roads in this recommendation is not required.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
GSP:gm

RECEIVED
AUG 25 1952
FOR FILING

1-14

2-14

Salem, Oregon
August 22, 1952

Mr. W. O. Widdows

I have a complaint from a resident at Baker, Oregon, to the effect that the electric signal installed at the intersection of Broadway and Main Streets, as it is timed at the present time, is a hazard to the pedestrian. Unless recent changes have been made, the complaint would warrant some investigation and study.

W. W. Stiffler

WWS:er

cc Mr. F. B. Crandall

RECEIVED
[illegible] 1952
FOR FILING

August 22, 1952

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3594, covering installation of traffic signals at Baker on US30 in Baker County, was completed by the contractor, Zephyr Electric, on July 15, 1952 but has not as yet been accepted by the Commission.

Final payment in the amount of $1,179.64 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $11,488.41, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:- Mr. Gilbert J. Struve
124 S. W. Court
Pendleton, Oregon

NOTED ON CARD
22-52

RECEIVED

FOR FILING

FORM E-30 25M 8-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1952

SUBJECT: Summary of Cost
Baker Traffic Signal Installation

To: W. C. Williams

As a point of information I feel that we should call to your attention that the contractors bidding on our traffic signal jobs of late have been bidding considerably below the Engineer's estimate, and as a result thereof have caused the Resident Engineer of the Bridge Department, as well as Mr. Betzer of Mr. Widdows' office, and ourselves, considerable added expense as regarding inspection.

With respect to the Baker installation, recapitulated hereinbelow is a summary of the cost and probably profit for the contractor. There is one item, namely material cost, that could be below our estimate, but only in the event that one of the jobbers was "cutting the price".

SUMMARY OF CONTRACTOR'S COSTS
Baker Traffic Signals

Material Cost (State's Estimate)		$ 7,379.00
Labor Cost (Based on Resident's reports & Union Scales)		
Common Labor - 15 man days at $10.56 -	$ 158.40	
Skilled Labor - 119 man days at $26.00 -	3,094.00	
Total Labor Cost		3,252.40
Miscellaneous Costs:		
Permits	$ 50.00	
Unemployment Compensation	97.50	
Industrial Accident	107.25	
Social Security	50.00	
Total Misc. Costs		304.75
Total Fixed Cost of Installation		$10,936.15
Contractor's Bid Price		$11,488.00
Total Fixed Cost		10,936.15
Amount remaining for Profit, Equip. Rental, Travel, etc.		$ 551.95

This is called to your attention not that we feel anything should be done about it but more to apprise you of the situation not only as exists here, but why our estimates have been running considerably higher than the contractors' bid prices.

F. B. Crandall

JAH:Mgt

cc G. C. Paxson
W. O. Widdows
Val Johnson

RECEIVED
AUG 6 1952
FOR FILING

[illegible]

[illegible]

August 5, 1952

Mr. David C. Koester
City Manager
The City of Baker
Baker, Oregon

Dear Mr. Koester:

I thank you for your kind letter of August 1 and can assure you that I will be delighted to stop in and see you the next time I am in Baker. I extend you the same invitation to visit me if you are in Salem.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi

OFFICE OF THE
CITY MANAGER

THE FRIENDLY CITY
ON THE
"OLD OREGON TRAIL"

THE CITY OF BAKER

BAKER, OREGON

August 1, 1952

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

I wish to take this opportunity to extend to you and the members of the State Highway Department the sincere appreciation of the city government and the people of Baker for your fine cooperation and assistance in the recent installation of the street signal system in Baker.

This is something that has long been needed in our city and is a big step forward in the development of Baker. Traffic control and safety will undoubtedly be increased a great deal due to installation of these signals. The personnel of your local office and the state offices have given us only the best of cooperation and assistance for which we are most grateful.

I hope that we can continue this excellent working relationship between the State Highway Department and the City of Baker.

The next time you are in the vicinity of Baker, I hope that you find it possible to stop by the City Hall and get acquainted.

Very truly yours,

David C. Koester

DCK lf

David C. Koester
City Manager

RECEIVED
AUG 1 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Copy made
for Bridge Dept.
6-9-52

June 6,1952

NOTED
W. C. WILLIAMS

Mr G.S.Vergeer
City Manager,
Baker,Oregon

Dear Sir:

In regards to your letter of June 5,1952, Mr Rohde and I will be in Baker the first of next week and we will discuss the problems of the Street Lighting at that time.

Yours very truly,

WF.Zimmerman

Zephyr Electric

WFZ/E

cc- Oregon State Highway Commission
Salem,Oregon

COPY

June 6, 1952

Copy made for Mr. Paxson 6-6-52 (Mr. Gardner has it in absence of Mr. Paxson and Mr. Stephenson)

Zephyr Electric Company
Pendleton, Oregon

Dear Mike:

As you know, the installation of conduit in connection with the traffic signals being installed at the present time resulted in the breaking of the city's series street lighting circuit in many locations. In addition to that, breaking of the cable with or without your knowledge resulted in an open circuit and high voltage stresses on underground cable elsewhere which caused the cable to short out the ground in certain areas on Hillcrest Addition and one ground still remains somewhere between First Street and Main at Broadway. A single ground, of course, does not put out the circuit but this ground should really be located and also repaired.

In addition, the city is short about 300 feet of No. 6 5,000 volt underground cable with which to replace the damaged cable between Auburn and Valley on Main Street. I believe, under the circumstances, it is best for us to request your organization to effect these repairs in view of the fact that we do not have cable on hand and I am expecting to leave the City of Baker.

A copy of this letter is being forwarded to the Highway Commission and it is expected that the cable will be so buried and protected at least in similar manner to which it was originally in place and that the street be completed at the earliest possible time. The present excavation is a hazard to motorists parking their cars.

Yours truly,

G. S. Vergeer
City Manager

NOTED
W. C. WILLIAMS

GSV lf

cc - Oregon State Highway Commission ✓
Salem, Oregon

RECEIVED

NOTED
W. W. STIFFLER

RECEIVED
JUN 1 [illegible] 1952
FOR FILING

June 6, 1952

Zephyr Electric
332 S. E. Emigrant
Pendleton, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on May 26, 1952, had under discussion your request for an extension of time of 45 days, from May 7 to June 21, 1952, within which to complete your contract No. 3594 for installing Baker Traffic Signals, Baker County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Shidsey,
Division Engineer

O. R. Kennon,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
6-6-52

RECEIVED
APR 6 1952
FOR FILING

April 25, 1952

State Highway Commission

Request for Extension of Time
No. 2
May 26 and 27 meeting.

Gentlemen:

Re: Traffic Signals in Baker
Contract No. 3594
Zephyr Electric, Contractor

Herewith a request for an extension of time from the Zephyr Electric for the installation of traffic signals on the Broadway Avenue-Main Street Section in Baker. The specified completion date was May 7, 1952.

Completion of the job is controlled by the delivery of the material from the manufacturers. The contractor has placed his orders, but the orders have been held up because of shortage of steel and copper. It is now anticipated that the contract can be finished by June 21.

It is recommended that the extension from May 7 to June 21, 1952 be granted without penalty to the contractor. This is a State Project and does not require concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

RECEIVED
DEC 18 1951
FOR FILING

December 18, 1951

Zephyr Electric
332 S. E. Emigrant
Pendleton, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3594, which was awarded to you on November 8, 1951 by the State Highway Commission, covering installation of Baker traffic signals on the Broadway Ave.-Main Street Section of U. S. Highway 30 in Baker County. This copy is for your files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/18

RECEIVED
NOV 15 1951
FOR FILING

November 13, 1951

Zephyr Electric Co.
332 S. E. Emigrant Avenue
Pendleton, Oregon

Gentlemen:

The State Highway Commission on November 8, 1951 awarded you Contract No. 3594 for traffic signal installation in the City of Baker, Baker County. This award was based on your low bid of $11,488.41 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc:
S.H. Probert
G.S. Paxson
H. G. Smith
State Industrial Accident Comm.

RECEIVED
NOV 5 1951
FOR FILING

1-15-2

3594

November 5, 1951

MISC. CONTRACTS and
AGREEMENTS No. 1559

Marcus P. Swan, City Recorder
City Hall
Baker, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Baker covering the proposed traffic signal installations in the City of Baker.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
1951
FOR FILING

FORM E-30
1-1602
1574

2937
2947

MISC. CONTRACTS and
AGREEMENTS No.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1951

SUBJECT: Assignment No. 2947

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
by Asst. Chief Engineer

Herewith three copies of an agreement covering the proposed traffic signal installations in the City of Baker. Two copies of this agreement have been signed by the proper city officials and are now ready for presentation to the Commission.

A check in the amount of $4,500 has been received from the city and transferred to Mr. Glaisyer's office.

This completes Assignment No. 2947.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

RHP:MM
Att.

Misc C+a
1339

DATE Jan. 23, 1951 Minute Page 17579
Floyd Query
acting

No. 2947
By 2

ASSIGNMENT

October 8, 1951

Description: J. Al Head's letter of October 5 and Tom Reeder's letter of September 27 enclosing five copies of agreement between Highway Commission and City of Baker relative to traffic signal installations

Acknowledged by _____ Referred to __Cattrell ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature
____

Assignment executed 10 15 '51 Report received _________

Remarks: For city execution. WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM E-30 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1951

SUBJECT: Execution of State-City Agreement
Proposed Traffic Signal Installations
Baker

To: W. C. Williams

Assignment: WCW 2937

I am returning herewith the State-City agreements covering the proposed traffic signal installations in the city of Baker. These agreements have been checked, found correct, and may be forwarded to the City for signature.

J. Al Head

J. Al Head
Assistant Traffic Engineer

VJ:brs
attachment

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILE

RECEIVED
OCT 8 1951
ENGINEER
COUNTY & CITY RELATIONS

No. 2937
By [illegible]

ASSIGNMENT

e: October 3, 1951

Description: Tom Reeder's letter of September 27, five copies of agreement between Commission and City of Baker relative to traffic signal installations attached

Acknowledged by _____ Referred to __Head ✓__________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Assignment executed 10-8-51 Report received _________

Remarks: For checking and return to this office. WCW

FORM E-30 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1951

SUBJECT:

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

[illegible]
W. C. WILLIAMS
FOR FILING

Dear Sir:

Herewith you will find five copies of the proposed agreement by and between the Highway Commission and the City of Baker relative to some traffic signal installations within said city.

Yours very truly,

J. M. DEVERS

By Thomas J. Reeder
THOMAS J. REEDER
Assistant Attorney

Enclosures
TJR:awp

RECEIVED
OCT 2 1951
TRAFFIC ENGINEER

NOTED
J AL HEAD

RECEIVED
FOR FILING

October 8, 1951

Mr. G. S. Vergeer
City Manager
Baker, Oregon

Dear Sir:

Our plans were not sufficiently advanced to permit calling for bids on the Baker signals at the October meeting, which will be held on the 11th and 12th.

We do plan to call for bids on these signals at the November meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

RECEIVED
FOR FILING

3594

September 27, 1951

Mr. G. S. Vergeer
City Manager
The City of Baker
Baker, Oregon

Dear Mr. Vergeer:

This acknowledges your letter of September 25, 1951 forwarding to the State Highway Commission a copy of the city's resolution No. 1614, in which the Highway Commission is urged to call for bids for the installation of traffic signals authorized earlier in the year, not later than during the month of October 1951.

I am referring the resolution to the State Highway Engineer for his attention.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HDG:ls

cc: R.H. Baldock

[illegible]

OFFICE OF THE
CITY MANAGER

THE FRIENDLY CITY
ON THE
"OLD OREGON TRAIL"

THE CITY OF BAKER

BAKER, OREGON

September 25, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith find resolution adopted by the City Council of the City of Baker as a result of the city officials' anxiety over the installation of traffic control signals in this city. The enclosure is self-explanatory, to be sure.

Yours truly,

GSV lf

G. S. Vergeer
City Manager

Enc.

ACKNOWLEDGED
H. B. GLAISYER

Office of the
City Manager

THE CITY OF BAKER
Baker, Oregon

September 25, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed herewith find resolution adopted by the City Council of the City of Baker as a result of the city officials' anxiety over the installation of traffic control signals in this city. The enclosure is self-explanatory, to be sure.

Yours truly,

/s/ G.S. Vergeer
City Manager

GSV ls

Enc.

COPY

RESOLUTION NO. 1614

WHEREAS, a communication from the Oregon State Highway Commission dated January 30, 1951, indicated authorization by the Commission of the installation of the following traffic signals at locations indicated: Broadway at Main Street, Court Street at Main Street, Auburn Street at Main Street, along with flashing beacons at Broadway and Tenth Street, and Main Street at Campbell Street; and,

WHEREAS, at this date no information is at hand indicating that bids have been called for the construction and installation of said traffic signals,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Baker that the State Highway Commission be urged to call for bids on the installation of said traffic signals not later than during the month of October, 1951.

Passed and adopted by the City Council of the City of Baker, Oregon, this 24th day of September, 1951.

SIGNED: J. M. Hanley
J. M. Hanley
Mayor

RESOLUTION NO. 1614

WHEREAS, a communication from the Oregon State Highway Commission dated January 30, 1951, indicated authorization by the Commission of the installation of the following traffic signals at locations indicated: Broadway at Main Street, Court Street at Main Street, Auburn Street at Main Street, along with flashing beacons at Broadway and Tenth Street, and Main Street at Campbell Street; and,

WHEREAS, at this date no information is at hand indicating that bids have been called for the construction and installation of said traffic signals,

NOW, THEREFORE, BE IT RESELOVED by the City Council of the City of Baker that the State Highway Commission be urged to call for bids on the installation of said traffic signals not later than during the month of October, 1951.

Passed and adopted by the City Council of the City of Baker, Oregon, this 24th day of September, 1951.

/s/ J.M. Hanley
SIGNED: J.M. Hanley
Mayor

COPY

RECEIVED
SEP 21 1951
FOR FILING

FORM E-30X 25M 3-51 47199

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1951

SUBJECT: Preparation of State-City Agreement
Traffic Signal Installation - Baker

2868
To: Mr. J. M. Devers

At its meeting on January 23-24, 1951, the State Highway Commission approved the installation of traffic signals and flashing beacons at certain state highway intersections in Baker. This matter has been held in abeyance for some time pending the outcome of an origin-destination survey. Will you please prepare the necessary State-City agreement.

It is believed that the following material should be included in the agreement:

1. The Highways involved are the Old Oregon Trail Highway, No. 6, US30 and the Baker-Homestead Highway, No. 12, ORE86.

2. The streets involved are Broadway Avenue and Main Street.

3. The following installations are to be made:

   (a) Flashing beacons are to be installed at the following intersections:

   Broadway Avenue and 10th Street
   Main Street and Campbell Avenue

   (b) An interconnected system of fixed time traffic signals is to be installed at the following intersections:

   Main Street and Broadway Avenue
   Main Street and Court Avenue
   Main Street and Auburn Avenue

4. The flashing beacon installations are estimated to cost $600 and the traffic signal system $9,000.

5. The State will make the installations either with its own forces or by contract and in the first instance pay all costs thereof. The final cost of the traffic signal system shall be shared equally by the City and the State. The State shall bear all costs of the flashing beacon installations.

6. When returning the signed agreements, the City shall submit its check for one-half the estimated cost of the traffic signal system.

7. The City shall maintain and operate both the flashing beacons and the traffic signal system provided that the State shall prepare the timing program for the traffic signal system and no changes will be made in such program without the approval of the State.

8. The City shall enact ordinances requiring all traffic entering the intersection of Broadway Avenue and 10th Street from the west, south, and east to stop before proceeding, with the exception that the right turn movement from east to north may be made without stopping. Also, an ordinance requiring all traffic entering the intersection of Main Street and Campbell Avenue from the north, west, and south to stop before proceeding with the exception of the right turn from south to east. A duly executed copy of such ordinances shall be submitted with the signed agreements.

There are attached hereto six (6) copies of the plans for these installations. If after preparation you will submit the agreements to this office through Mr. Williams, we will check them and care for further processing.

Valdemar P. Johnson
(For) F. B. Crandall
Traffic Engineer

VJ:brs
attachments

cc: W. C. Williams ✓
J. W. Cattrall

RECEIVED
1951
FOR FILING

1603

3584

September 12, 1951

2868

Mr. G. S. Vergeer
City Manager
Baker, Oregon

Dear Sir:

This will acknowledge your letter of August 20, regarding installation of traffic signals in Baker. With regard to the recommendations of January 30 transmitted to your Mayor, the subsequent traffic survey and the information obtained therefrom are being taken into consideration in drafting the plans for signal installation. There will be only minor changes, if any, in the original thinking on the matter; however, will state again that we are now in the process of drawing up detailed plans which will eventually be transmitted to you for review, your comment, and approval, before any formalized agreement is drawn covering the installations.

At this writing it appears that the $4,500, which you indicate the City has cared for in its budget, will suffice for installations contemplated. Here again this matter can be discussed at such time as we have prepared detailed plans and cost estimates which we will review with you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

FBC:sc

cc Mr. F. B. Crandall

ASSIGNMENT

No. 2868
By

Date: August 24, 1951

Description: **Letter of August 20 by G. S. Vergeer, City Manager of Baker, regardingtraffic signals in Baker**

Acknowledged by _____ Referred to **Crandall** ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ________________ signature

Assignment executed 9-11-51 Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

OFFICE OF THE
CITY MANAGER

THE FRIENDLY CITY
ON THE
"OLD OREGON TRAIL"

THE CITY OF BAKER

BAKER, OREGON

August 20, 1951

Oregon State Highway Commission
Salem, Oregon

Attention Mr. W. C. Williams, Assistant Engineer

Dear Mr. Williams:

In reply to your letter of August 15 with reference to installation of traffic signals in the City of Baker, be advised the City Council would appreciate a red flashing beacon at the location of Campbell and Main Streets in the city instead of an amber beacon discussed previously.

I wonder, too, if this is the original agreement or whether the recent survey of traffic conditions has been taken in consideration since the recommendations of January 30 were transmitted to our Mayor. I believe the highway department wanted to wait until it had the results of a recent traffic survey before making definite committments as to locations of signals.

Further may I state, that this city is willing to enter into any necessary agreement with the commission to effect the early installation of traffic signals so as to avoid inclement weather conditions later on this fall, which, in our climate, might very well materially increase the cost of installation. I previously advised your office that the amount of $4,500 was included in our current street budget for this purpose but your department may feel assured that any minor change in this amount would not need additional authorization locally. Accordingly, kindly proceed with whatever steps are necessary to caery out the program contemplated by your department.

NOTED
W. C. WILLIAMS

With kindest personal regards,

Yours truly,

NOTED
F. B. CRANDALL

GSV lf

G. S. Vergeer
City Manager

RECEIVED
[illegible] 1951
FOR FILING

August 15, 1951

Mr. G. S. Vergeer
City Manager
Baker, Oregon

Dear Mr. Vergeer:

In replying to your letter of August 13 relative to proposed signals at Baker, I am attaching a copy of a letter which was sent to the Mayor of Baker January 30, 1951, and I believe this letter fully covers the questions you brought up.

For your information, we are now preparing plans and specifications with the intent of an early call for bids on the signal installation. We were advised by the Mayor of Baker in a letter under date of February 14, 1951 that the City of Baker would participate in the amount of $4,500 toward the signal installation. This will need some modification, possibly, as it will be necessary that the City contribute 50% of the cost of the three stop-and-go signals. In the event the actual cost is more than $9,000, the City's share will be more. Likewise, less, if the cost is less than $9,000. The State will pay the entire cost of the flashing beacons to be installed at Broadway and 10th Street and Main Street and Campbell Street.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. F. B. Crandall

OFFICE OF THE
CITY MANAGER

THE FRIENDLY CITY
ON THE
"OLD OREGON TRAIL"

THE CITY OF BAKER

BAKER, OREGON

August 13, 1951

Traffic Division
Oregon State Highway Department
Salem, Oregon

Gentlemen:

Be advised this city has a request for correction of traffic conditions at Campbell and North Main Streets in the City of Baker.

Before giving consideration to the above the writer would like to know whether or not your recommendations are available in connection with the traffic survey recently completed in the city. I hope, too, that your recommendations will include advice as to the location and type of traffic signals to be installed under the mutual agreement in effect between the Commission and the city.

Yours truly,

CITY OF BAKER

G. S. Vergeer
City Manager

GSV lf

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20 1951
FOR FILING

1-12-[illegible]

2514

THE FRIENDLY CITY
ON THE
"OLD OREGON TRAIL"

THE CITY OF BAKER

BAKER, OREGON

February 14, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, please

Your letter of January 30 directed to the writer was read before the Council at its regular meeting last evening.

The Council is willing to participate in the cost of signals in the amount of $4,500.00 and request that the necessary agreement covering this matter be forwarded for our signature.

Thanking you for your cooperation,

Yours truly,

J M Hanley

J. M. Hanley
Mayor

JMH lf

Copied for: R. H. Baldock
W. C. Williams
F. B. Crandall

NOTED
H. B. GLAISYER

[illegible] Baldock, Williams & Crandall

RECEIVED
FEB 20 1951
FOR FILIN

January 30, 1951

The Honorable James H. Hanley
Mayor of the City of Baker
Baker, Oregon

Dear Mayor Hanley:

Some time ago your predecessor in office, Mr. McKim, directed a letter to Mr. R. H. Baldock, State Highway Engineer, regarding the installation of traffic control signals on some of the streets of your city that are state highway routes. Mr. Baldock presented the request to the Highway Commission, which in turn authorized him to make a traffic survey to determine the need for the signals. Such survey has been made and the results thereof were reported to the State Highway Commission at its meeting last week. The investigation covered six principal intersections on US30, viz: 2nd Street, Main Street, Court Street, Auburn Street, Campbell Street, and 10th Street.

The investigation indicated that signals are warranted and should be installed at the following three intersections: Broadway Avenue and Main Street; Court Street and Main Street; Auburn Street and Main Street. It also indicated that besides these three signals there is need for two additional flashing beacons, one at the turn of US30 at Broadway Avenue and 10th Street; and the other at the right-angle turn of the Baker-Homestead Highway at Main Street and Campbell Street.

The Engineer estimated the cost of the three standard signal installations at $9,000, and the cost of the two flashing beacons at $600. He recommended approval of all of these installations on the condition that the City of Baker will pay 50% of the cost of the three standard signals, or $4,500, the state to assume the balance of the cost of these three signals and the entire cost of the two flashing beacons. I am pleased to inform you that the Highway Commission unanimously adopted the recommendation. I was instructed to inform you accordingly and to inquire whether the city is willing to contribute its share of the expense, $4,500. If the city is willing to do this an agreement covering the matter will be prepared and forwarded to you for execution.

Respectfully yours,

cc - F. B. Crandall

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1951
FOR FILING

R

January 5, 1951

Oregon State Highway Commission

Gentlemen:

In March of 1950 the City of Baker requested a survey as to need of traffic signals in Baker, and you approved the making of such a survey at your meeting in April, 1950.

This investigation has been rather extended, as it was considered advisable to obtain traffic counts at different periods of the year, but the investigation is now complete and the following data have been obtained:

The investigation covered six principal intersections in Baker all being intersections of US 30 with the following streets: 2nd Street, Main Street, Court Street, Auburn Street, Campbell Street, and 10th Street. The investigation indicated that traffic signals are warranted and should be installed at three intersections; namely, Broadway Avenue and Main Street (right-angle turn of US 30), Court Street and Main Street (US 30), and Auburn Street and Main Street (US 30). The warrant for signals from the standpoint of vehicular traffic, side street traffic entrance, and hourly volumes, is either exceeded or very closely approximated at the three intersections.

In addition to the above three signals which are warranted, there is need of two additional flashing beacons, one being at the right-angle turn of US 30 at Broadway Avenue and 10th Street, the other being the right-angle turn of the Baker-Homestead Highway at Main Street and Campbell Street.

The estimated cost of the three standard signal installations is $9,000, and I recommend such installations, providing the City of Baker will pay one-half the cost. The estimated cost of the two flashing beacons is $600, being $300 each, and I recommend that the State pay the entire cost of these two as per our past custom. This would result in an over-all cost to the State of $5,100, and, if approved, would need to be financed from the unallocated cash balance.

There is a possibility that after the signals, if installed, are in operation, some additional channelization work may be necessary at the Auburn and Main Street intersection, which is a five-way intersection, with some rather difficult traffic problems.

This matter will be on the next agenda for your consideration, and I recommend approval as outlined above.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. M. H. Hawke

RECEIVED
JAN 8 - 1951
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

1-11-51

January 4, 1951

Mr. J. E. Linville
Manager, Pro Tem
City of Baker
Baker, Oregon

Dear Sir:

This will acknowledge your letter of January 2 last with regard possible signal installation at intersection Main and Broadway, in Baker. I wish to advise that only recently a field investigation was made, looking to warrant for signal installations at not only the Main and Broadway intersection but other potential locations as well. A report of findings is being submitted for consideration of the Highway Commission at its meeting scheduled the latter part of this month. You will be informed of action as is taken.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

By Crandall
F. B. Crandall
Traffic Engineer

bc - Mr. W. C. Williams / .

THE CITY OF BAKER

Baker, Oregon

January 2, 1952

Mr. F. B. Crandall
Traffic Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The City of Baker is contemplating the installation of a traffic signal at the intersection of Main and Broadway on Highway 30 in the City of Baker and we wish to know what permission is required from the Highway Commission for this installation and what extent the commission will cooperate financially on this project.

Thanking you,

Yours truly,

/s/ J. F. Linville

J. F. Linville
Manager Pro Tem

FORM E-30 25M 5-50 40800

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1950

SUBJECT: Investigation of Traffic Conditions
City of Baker

To: Mr. W. C. Williams

RECEIVED
W. C. WILLIAMS

On April 12 you advised by letter that the Highway Commission authorized a survey to be made in Baker relative to necessity of traffic lights on route of US30. We have proceeded with a field investigation and as a result of these studies, attached hereto is a report discussing results thereof.

Certain recommendations involving the installation of flashing beacons, traffic signals, island construction and parking changes have been made. The total cost of the projects recommended is $16,000.

Your attention is drawn to recommendation No. 4 that traffic islands be constructed at the intersection of Main Street and Auburn Avenue. Although it is not shown on the attached plans, it is recommended that these islands be landscaped. The cost of such landscaping is not included in the above estimate of cost.

F B Crandall
F. B. Crandall
Traffic Engineer

JAH:bv

Attachment

cc: Val Johnson

RECEIVED
[illegible] 1950
FOR FILING

1-1602

2594

4-C
4-3-50

May 2, 1950

Hon. M. McKim
Mayor, City of Baker
Baker, Oregon

Dear Mayor McKim:

Reference is made to your letter of March 14, 1950, directed to Mr. R. H. Baldock, State Highway Engineer, regarding the installation of traffic control signals on your city streets that are designated State Highway Routes.

Mr. Baldock presented this matter to the State Highway Commission at a recent meeting, and you will be pleased to know that the Commission authorized him to make a traffic study to determine the need of the signals.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ts

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FOR FILING

1-1602

3574

Salem, Oregon
April 12, 1950

Mr. F. B. Crandall

The State Highway Commission has authorized a survey to be made relative to necessity of traffic lights on the route of US30 through Baker.

Will you please arrange to make such survey at your convenience.

W. C. Williams

WCW:me

RECEIVED
MAR [illegible]
FOR FILING

1-1602

8594

March 24, 1950

Mr. N. McKim
Mayor
Baker, Oregon

Dear Mayor McKim:

Receipt is acknowledged of your letter of March 14, advising of your thoughts that traffic signals are needed in the city of Baker to relieve congestion.

I shall be glad to refer this matter to the Highway Commission at its next meeting and request authority to make a traffic survey in Baker to determine need of signals. I will advise you of the Commission's action after the matter has been considered.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. H. B. Glaisyer

RECEIVED
~~MAR~~
FOR FILING

1-11-5

3574

March 24, 1950

Oregon State Highway Commission

Gentlemen:

Mr. M. McKim, Mayor of Baker, has advised that there is a serious traffic problem on routes of state highways in Baker, and the City believes that traffic signals are required.

We have no exact information on the traffic pattern in Baker, and authority is requested to make a traffic survey to determine the need, if any, of traffic signals. The cost of such survey is covered in our budget for ordinary activities of the Traffic Engineering Department.

This item will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. F. B. Crandall

SIONER
INVILLE,
STREET COMMISSIONER
W. P. SMITH,
WATER COMMISSIONER
CHAS. K. McCOLLOCH,
CITY ATTORNEY

THE FRIENDLY CITY
ON THE
"OLD OREGON TRAIL"

GUY V. CHURCH,
CHIEF OF POLICE
MARCUS P. SWAN,
CITY AUDITOR
AND MUNICIPAL JUDGE
OTTO F. KARG,
FIRE CHIEF
MRS. J. C. BOWEN,
WATER COLLECTOR

THE CITY OF BAKER
OFFICE OF M. McKIM, MAYOR COMMISSIONER
BAKER, OREGON

March 14, 1950.

W. C. WILLIAMS

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

The City of Baker is still interested in securing traffic control signals on some of the streets that are used and maintained by the State Highway Department and we would appreciate your giving us full information as to how these may be procured.

Our Post Office block alone presents a serious traffic problem because two main highways and three city streets converge at that point.

We would be glad to hear from you on this subject at your earliest convenience. Thanking you for an early reply, we remain,

Very truly yours,
M. McKim

MM lf

M. McKim
Mayor of Baker

cc - State Highway Commission,
LaGrande, Oregon.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
July - 1950

INVESTIGATION OF TRAFFIC CONDITIONS
City of Baker

Recommendations:

Based upon the results of this investigation the following recommendations are made.

1. That the existing angle parking on Main Street and Broadway Avenue be changed to parallel.

2. That an interconnecting system of traffic signals be installed at the following intersections:

   Main Street and Auburn Avenue
   Main Street and Court Avenue
   Main Street and Broadway Avenue

3. That flashing beacons be installed at the following intersections:

   Tenth Street and Broadway Avenue
   Main Street and Campbell Avenue

4. That traffic islands be constructed at the intersection of Main Street and Auburn Avenue, as shown on the attached plan.

The treatment recommended is estimated to cost $16,000. The cost should be borne equally by the City and State.

Historical Background:

Investigation of traffic conditions in the City of Baker has a long history as follows:

On March 8, 1940, a request was made by the city for flashing beacons at the following intersections:
Tenth Street and Broadway Avenue
Main Street and Auburn Avenue
Main Street and Campbell Avenue
This request was denied and it was recommended that the angle parking be changed to parallel.

On July 16, 1941, a request was made by the Chamber of Commerce for flashing beacons at the following intersections:
Main Street and Broadway Avenue
Main Street and Auburn Avenue
This request was denied.

On October 21, 1941, a request was made by the city for traffic signals at all intersections on Main Street from Broadway Avenue to Auburn Avenue inclusive, plus traffic signals at Tenth Street and Broadway Avenue. This request was denied and parallel parking was again recommended.

In May, 1950, a request was made by the city for a traffic signal survey. This survey was approved by the State Highway Commission at its meeting on April 3, 1950. This investigation and report is in response to the latter request.

Investigation:

The attached city map shows the highway system in the City of Baker. The central business district of the city extends along Main Street from Church Street to Auburn Avenue. There is a secondary business district along Broadway Avenue between Tenth Street and Main Street. The right angle turn in the alignment of US30 at Main Street and Broadway Avenue and the five-way intersection at Main Street and Auburn Avenue complicate traffic movements.

Sixteen-hour vehicle and pedestrian counts were taken at the main intersection on Wednesday and Thursday, June 7 and 8, 1950. The results of the counts are summarized in the table below.

	Vehicle Warrant		Pedestrian Warrant	
Intersection	Average Hrly. Vol. (Max. 8 Hrs.)	Per cent From Cross St.	Ave. Hrly. Ped. Vol. Across Main St.	Ave. Hrly. Veh. Vol. On Main St.
Broadway & Second	642	11	46	514
Broadway & Main	844	41	251	519
Main & Court	813	11	181	652
Main, Bridge & Auburn	875	44	103	355
Main & Campbell	336	47	-	-
Broadway & Tenth	505	41	-	-
Minimum Warrant	750	25	250	600

As shown by the tabulation, the intersections of Main Street and Broadway Avenue and Main Street and Auburn Avenue meet the vehicular volume recommendations for signalization, as established by the American Association of State Highway Officials. The intersection of Main Street and Court Avenue meets the total volume requirement, but the percentage of total traffic entering the intersection from the cross street is below the 25 per cent required. This intersection, however, very closely approaches the pedestrian warrant.

Attention is drawn to the heavy left turn movements at the intersections of Main Street and Broadway Avenue, Main Street and Auburn Avenue, Tenth Street and Broadway Avenue and at Main Street and Campbell Avenue. Any treatment to better conditions at these intersections must care for these left turn movements.

The table below summarizes the accidents reported at these intersections for the period from June 1, 1946 to December 31, 1949. It will be noted that the three central intersections had the highest accident records. None of the intersections investigated had the required five preventable accidents during 1949.

	Accident Record - January 1, 1946 to December 31, 1949				
Intersection	Total Accidents	Persons Killed	Persons Injured	Preventable By Signals	Prev. Acc. 1949
Broadway & Second	8	0	1	6	2
Broadway & Main	26	1	4	15	2
Main & Court	18	0	8	11	3
Main, Bridge & Auburn	17	0	4	6	0
Main & Campbell	10	0	2	7	1
Broadway & Tenth	2	0	0	0	0
Minimum Warrant	-	-	-	-	5

Summarizing the data presented above, it is found that the intersection of Main Street and Broadway Avenue and the intersection of Main Street and Auburn Avenue meet the vehicular volume warrant for signalization. The intersection of Main Street and Auburn Avenue closely approaches both the vehicle and pedestrian volume warrants. The other intersections investigated do not approach any of the warrants for signalization, however, the intersection of Tenth Street and Broadway Avenue and the intersection of Main Street and Campbell Avenue are both angle points on the alignment of primary highways, also the collision diagram for the Main Street and Campbell Avenue intersection shows a large number of accidents involving vehicles making the left turn movements from east to south, thus it is felt that properly designed flashing beacons would be of material benefit at this intersection.

There is a five-way intersection at the point where Main Street, Auburn Avenue, Dewey Avenue and Bridge Street intersect. The intersection of these streets forms in effect an open square. No treatment at this intersection would be effective unless such treatment involved elimination of the excess area and definition of the proper vehicle paths. It is therefore recommended that island treatment, as shown on the attached plan, be put into effect at this intersection.

At the present time there is angle parking on Main Street between Broadway and Auburn Avenues and on a part of Broadway Avenue. Although these streets are sufficiently wide to provide four-lane movement with the angle parking, such parking dauses considerable hazard and congestion, therefore, a change from angle to parallel parking should be made a prerequisite to signalization.

Summarizing the results of the investigation the following recommendations are made:

1. That the existing angle parking on Main Street and Broadway be changed to parallel.

2. That an interconnecting system of traffic signals be installed at the following intersections:

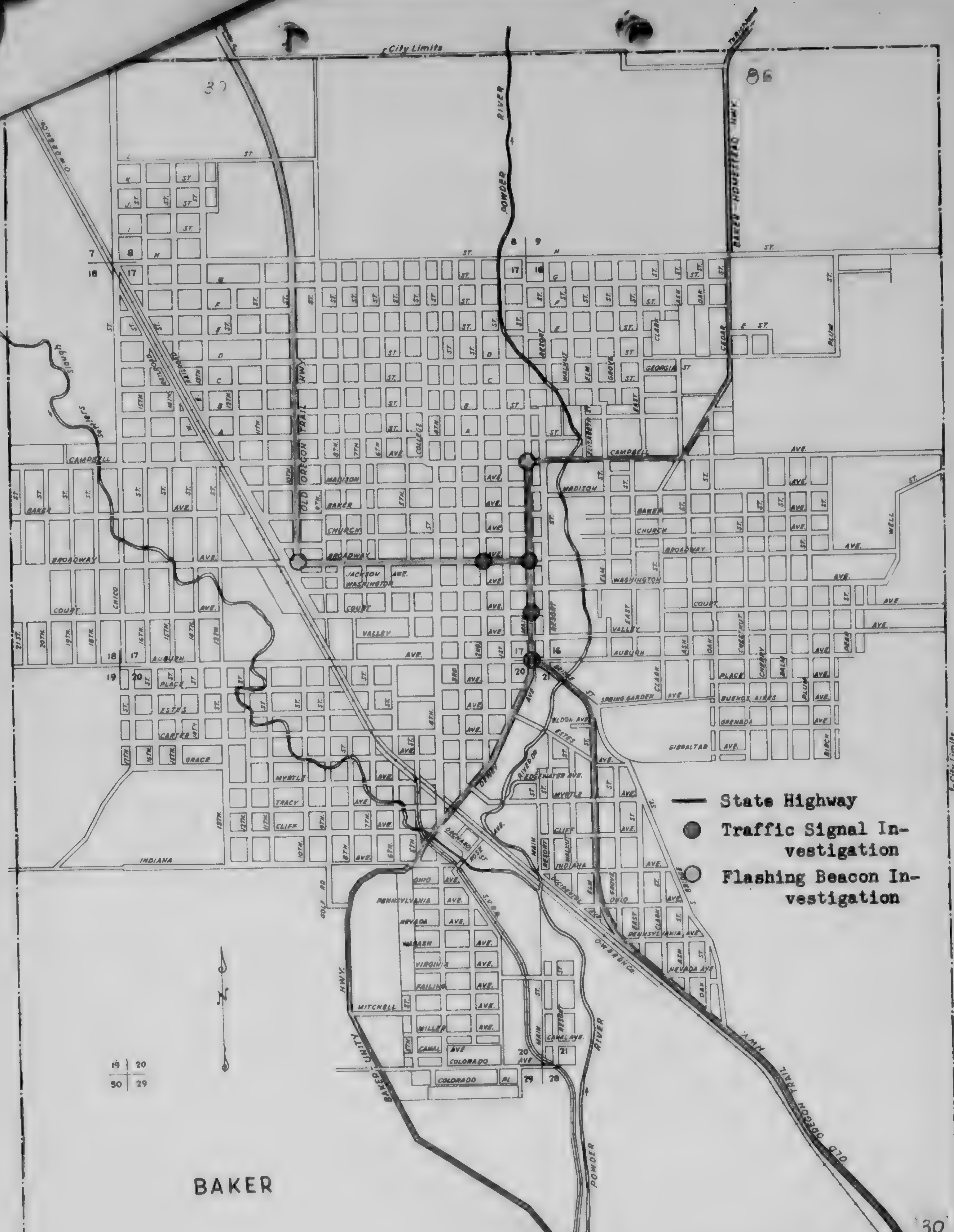
   Main Street and Auburn Avenue
   Main Street and Court Avenue
   Main Street and Broadway Avenue

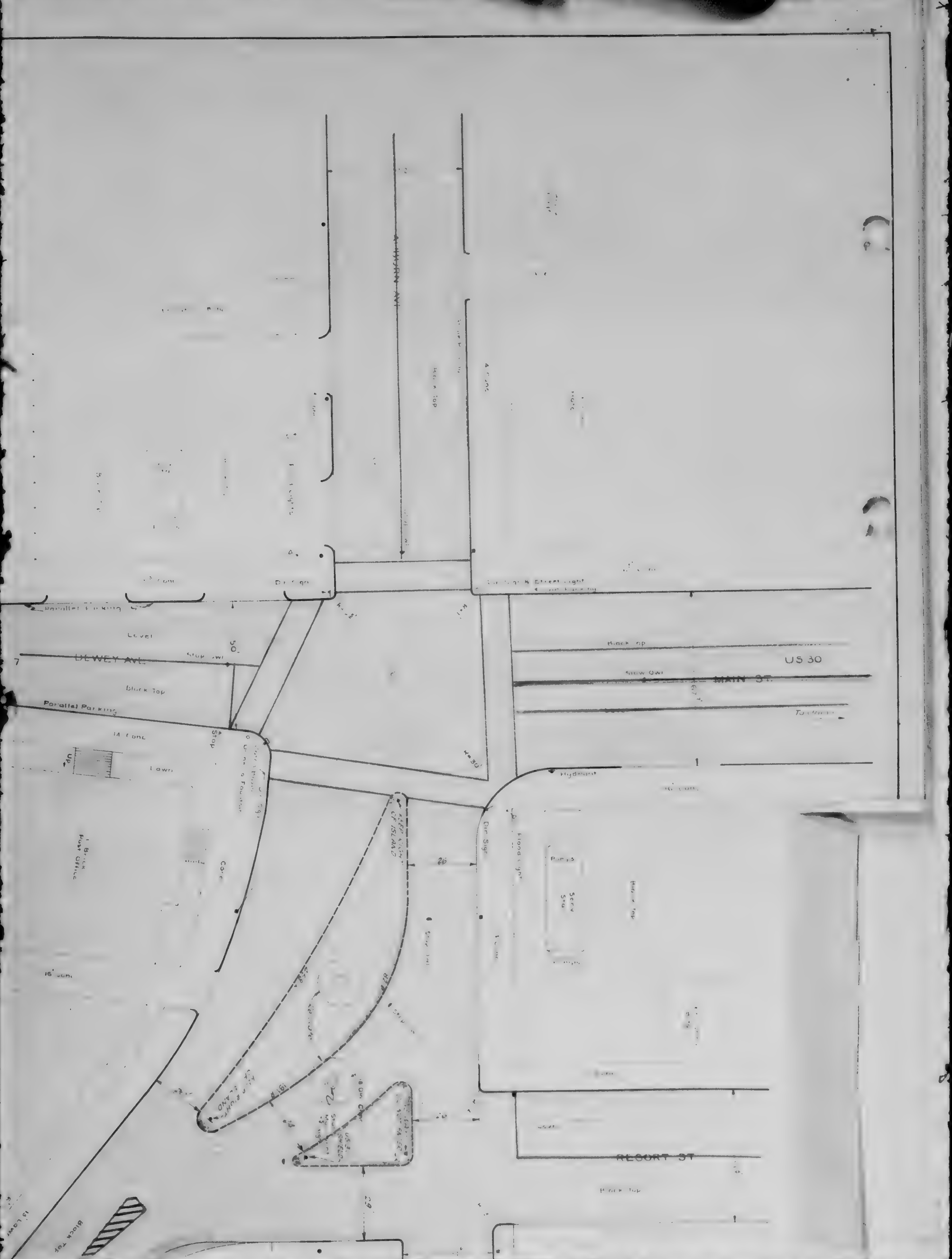
3. That flashing beacons be installed at the following intersections:

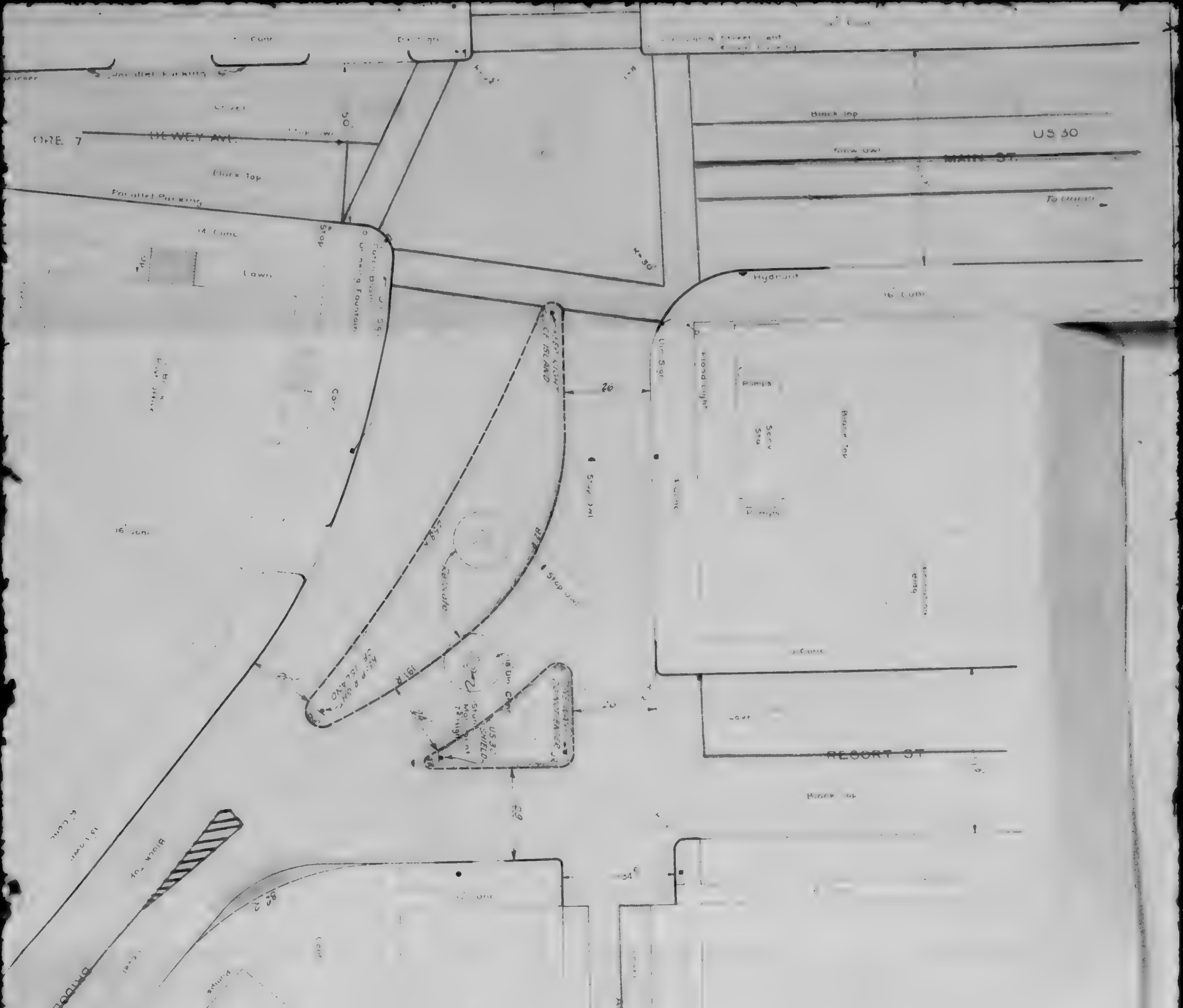
   Tenth Street and Broadway Avenue
   Main Street and Campbell Avenue

4. That traffic islands be constructed at the intersection of Main Street and Auburn Avenue, as shown on the attached plan.

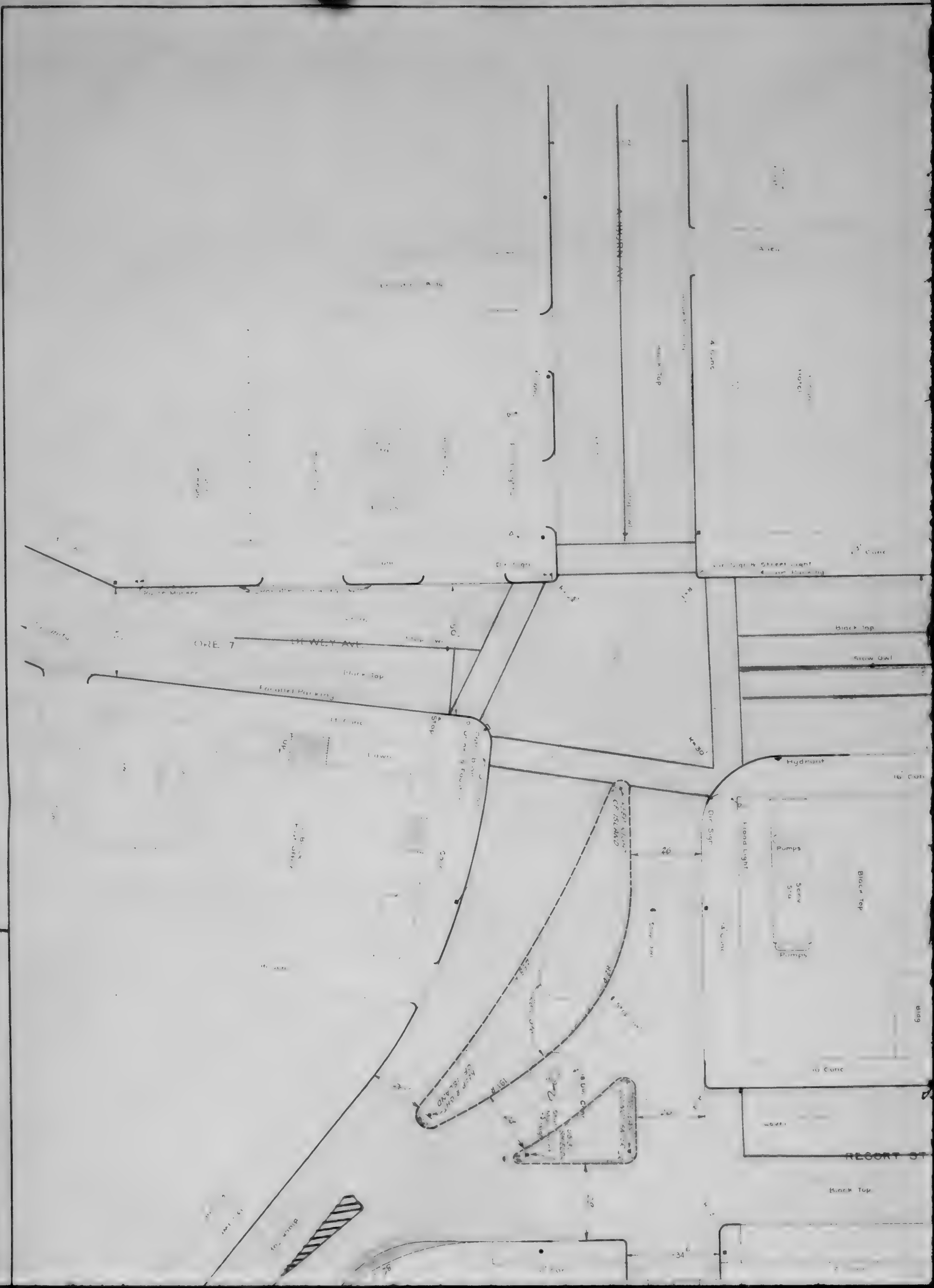
It must be recognized that although an interconnecting system of traffic signals is recommended it is impossible to obtain satisfactory progression on Main Street in the City of Baker. Three-phase signals will be required at the two outer intersections, also at these two intersections there will be two primary streams of traffic entering the signal section. Progression can be provided for only one of these streams. Thus, because of comparative volumes, traffic moving on US30 will be favored, however, even US30 traffic cannot be expected to move satisfactorily through signal section. The other heavy streams of traffic will cause congestion at the Court Avenue signal and will destroy progressive movement.

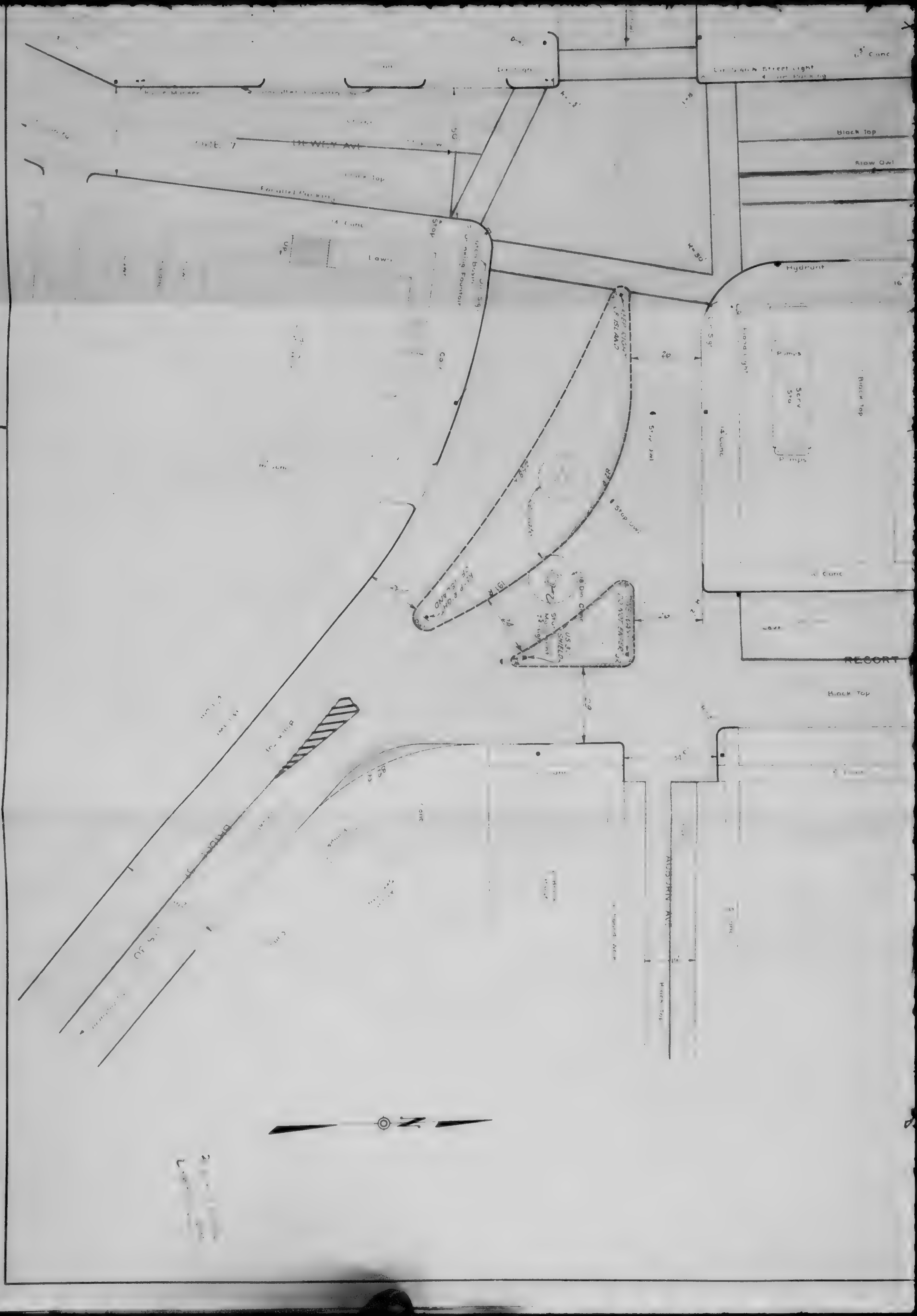

City Limits
30
86
POWDER RIVER
OLD OREGON TRAIL HWY.
BAKER - HOMESTEAD HWY.
CAMPBELL AVE.
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE.
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE
TRACY
CLIFF
INDIANA
OHIO AVE.
PENNSYLVANIA AVE.
NEVADA AVE.
WABASH AVE.
VIRGINIA AVE.
FAILING AVE.
MITCHELL ST.
MILLER AVE.
CANAL AVE.
COLORADO PL.
RESORT
MAIN
SPRING GARDEN AVE
BUENOS AIRES
GRENADA
GIBRALTAR AVE.
Settlers Slough
BAKER-UNITY HWY.
OLD OREGON TRAIL HWY.
POWDER RIVER
To Unity
BAKER
7
30
City Limits
— State Highway
● Traffic Signal Investigation
○ Flashing Beacon Investigation

Dir Sign
Parallel Parking
Level
DEWEY AVE.
Stop Owl
50
7
Black Top
Parallel Parking
14 Conc
Stop
Up
Lawn
Post Office
Conc
16' Conc
Dir Sign & Street Light
Black Top
US 30
Slow Owl
MAIN ST.
67
To
1
Hydrant
R=30'
KEEP RIGHT OF ISLAND
26
Dir Sign
Flood Light
Pumps
Serv Sta
Black Top
KEEP RIGHT OF ISLAND
19
14
Black Top
RESORT ST
Black Top
29
U.S. 30 SHIELD
Black Top



Parallel Parking
DEWEY AVE.
ORE. 7
Block Top
Parallel Parking
US 30
MAIN ST.
Block Top
Hydrant
16' Conc
Drinking Fountain
Lawn
Stop
Pumps
Serv Sta
Block Top
Bldg
BACK RIGHT OF ISLAND
26
Stop
Relocate
US 30 SHIELD
Monument
29
34
RESORT ST.
Block Top
AUBURN AVE.
BRIDGE ST.
Block Top
Conc
US 30 & ORE 7
MAIN ST., BRIDGE ST., DEWEY AVE.,
AUBURN AVE & RESORT ST.
BAKER BAKER CO.
SHEETS 1
SCALE 1" = 20
DATE NOV 1940

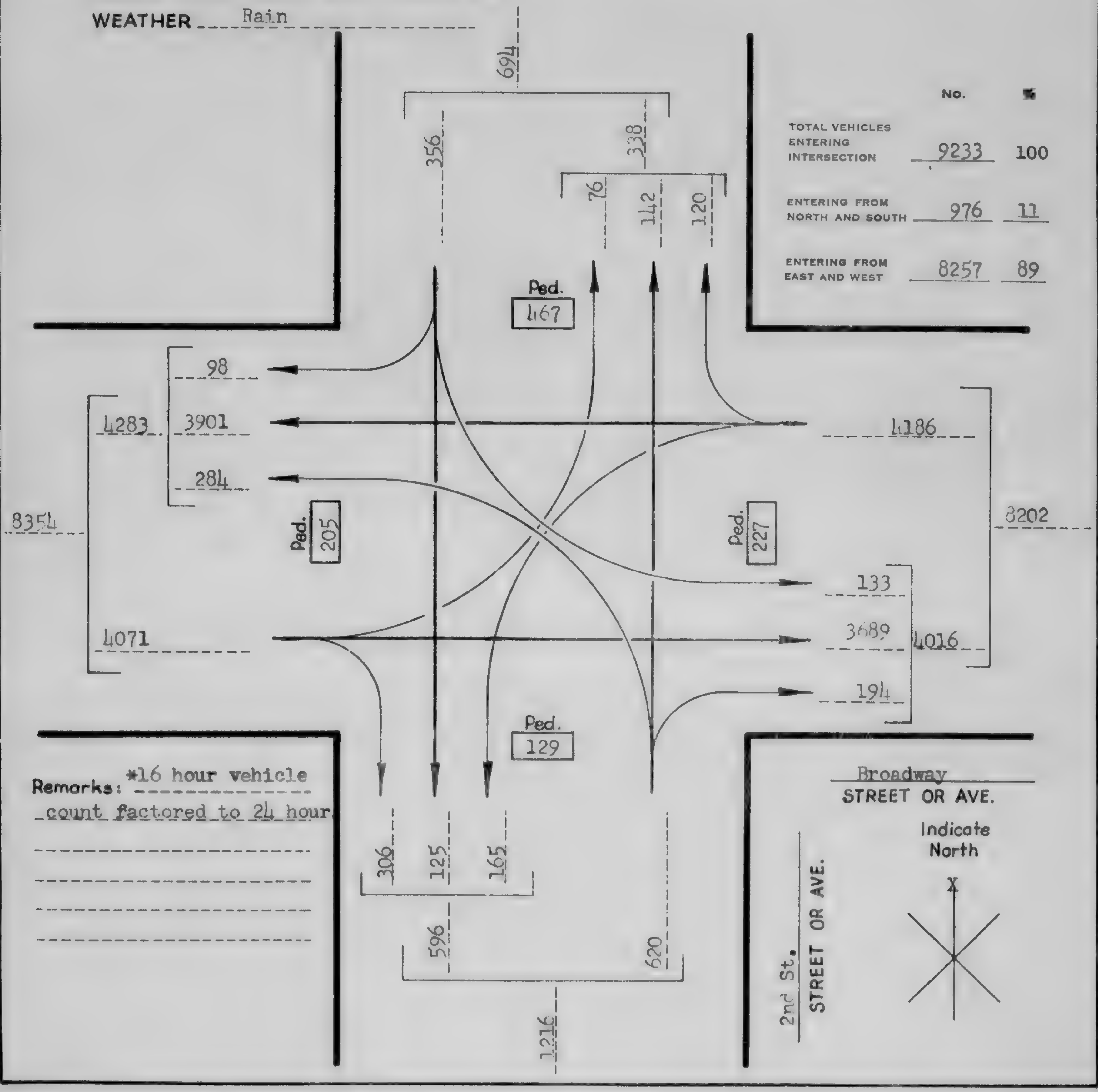
AUBURN AVE
DEWEY AVE.
ORE. 7
Black Top
Parallel Parking
Stop
Lawn
Dir. Sign
Street Light
R=30'
Hydrant
16' Conc
Dir. Sign
Flood Light
Pumps
Pumps
Black Top
Bldg
10' Conc
26
Black Top
Snow Owl
RESORT ST
Black Top
34'
CF ISLAND
161
18 Dia. Conc

DEWEY AVE
Black Top
Parallel Parking
14' Conc
Lawn
Stop
Drinking Fountain
Hydrant
Black Top
Arrow Dwl
Street Light
Pumps
Serv Sta
Pumps
14' Conc
Black Top
KEEP RIGHT OF ISLAND
KEEP RIGHT OF ISLAND
Stop Dwl
Stop Dwl
18 Dia Circ
US 31 SHIELD
ONE WAY DO NOT ENTER
R=30'
20
29
191
14
RESORT
Black Top
AUSTIN AVE
Black Top
BRIDGE

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 7, 1950
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Rain

CITY OF Baker
INTERSECTION OF Broadway & 2nd
STATION NO
CODE NO
CLASSIFICATION All Vehicle


694
356
338
76
142
120
Ped. 467
98
4283
3901
284
8354
Ped. 205
4071
1186
8202
Ped. 227
133
3689
4016
194
Ped. 129
306
125
165
596
620
1216

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	9233	100
ENTERING FROM NORTH AND SOUTH	976	11
ENTERING FROM EAST AND WEST	8257	89

Remarks: *16 hour vehicle count factored to 24 hour

Broadway
STREET OR AVE.

2nd St.
STREET OR AVE.

Indicate North

FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 8, 1950

DAY OF WEEK Thursday

ACTUAL COUNT (VEH.) 24 HRS.

HOURS COUNTED 6:00 a.m. - 6:00 a. .

PEDESTRIAN COUNT 24 HRS.

HOURS COUNTED 6:00 a.m. - 6:00 a.m.

WEATHER Cloudy

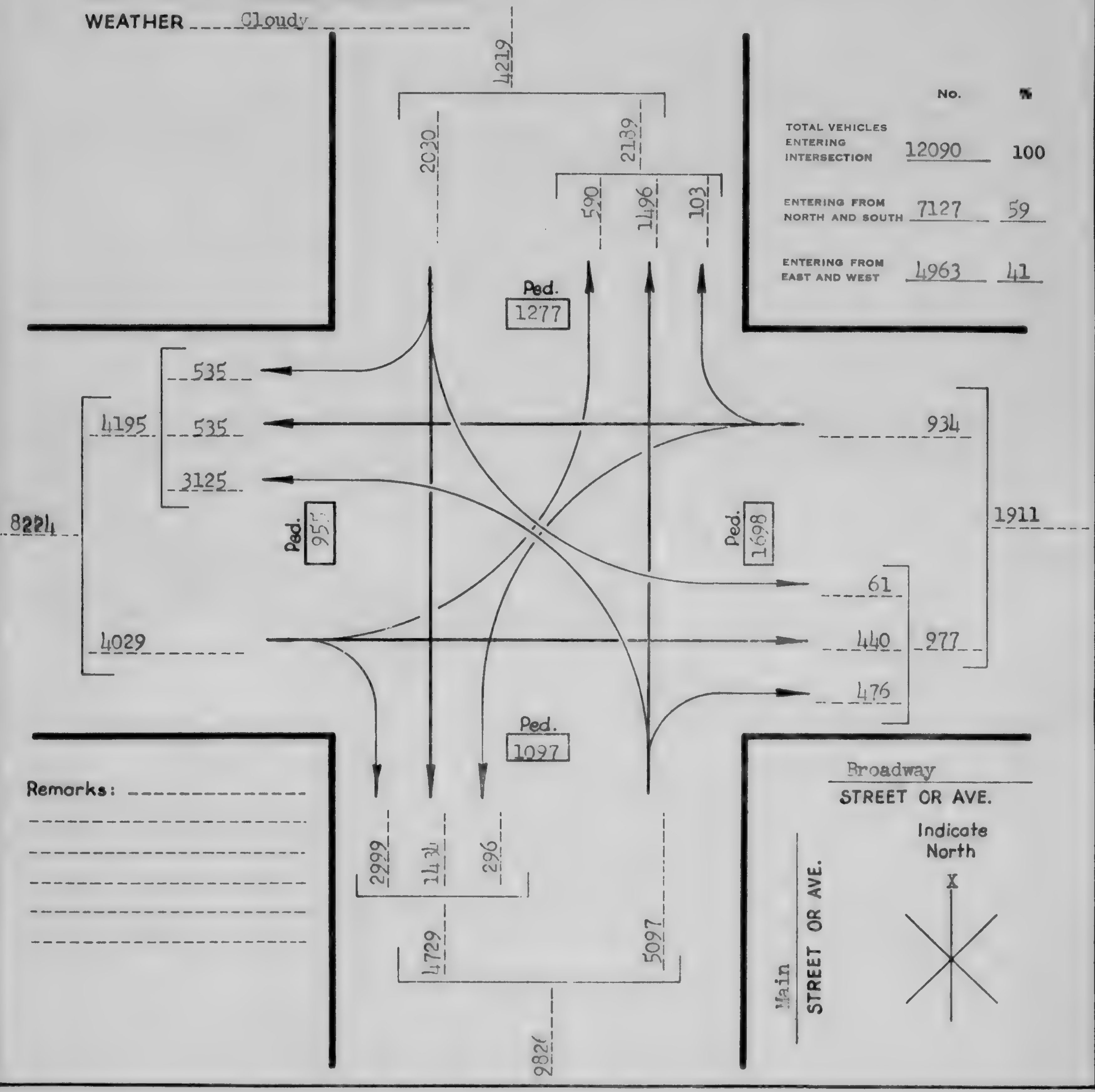
CITY OF Baker

INTERSECTION OF Broadway & Main

STATION NO

CODE NO

CLASSIFICATION All Vehicle



4219
2030
2139
590
1496
103
Ped. 1277
535
4195
535
3125
8224
Ped. 955
4029
934
1911
Ped. 1698
61
440
977
476
Ped. 1097
2999
1434
296
4729
5097
9826

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12090	100
ENTERING FROM NORTH AND SOUTH	7127	59
ENTERING FROM EAST AND WEST	4963	41

Remarks:

Broadway STREET OR AVE.

Main STREET OR AVE.

Indicate North

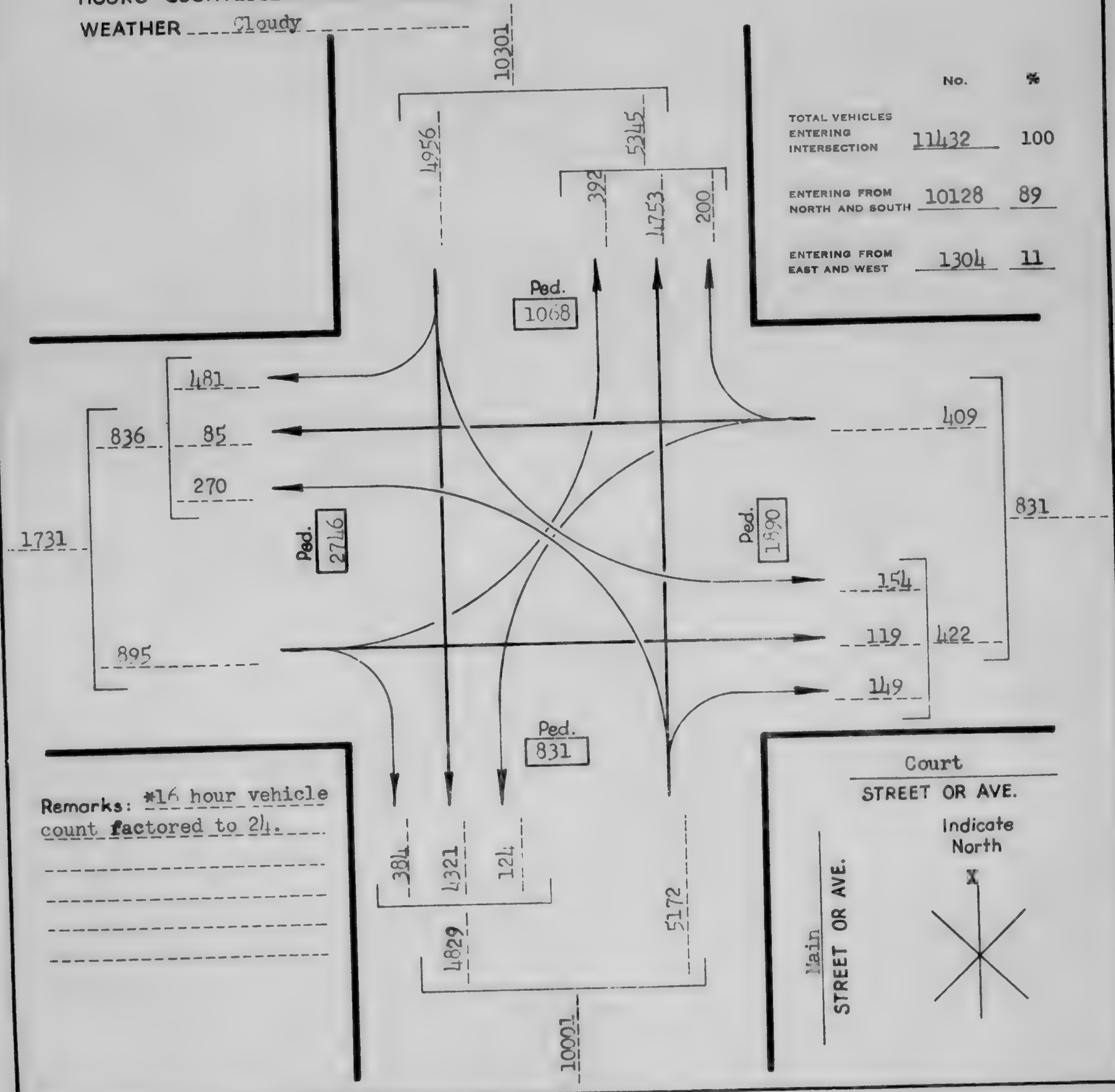
X

FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 8, 1950
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Cloudy

CITY OF Baker
INTERSECTION OF Main & Court
STATION NO
CODE NO
CLASSIFICATION All Vehicle


10301
4956
5345
392
1753
200
Ped. 1068
481
85
270
836
1731
895
Ped. 2746
409
831
Ped. 1890
154
119
149
422
Ped. 831
384
1321
124
4829
5172
10001
Indicate North
X

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11432	100
ENTERING FROM NORTH AND SOUTH	10128	89
ENTERING FROM EAST AND WEST	1304	11

Remarks: *16 hour vehicle count factored to 24.

Court STREET OR AVE.

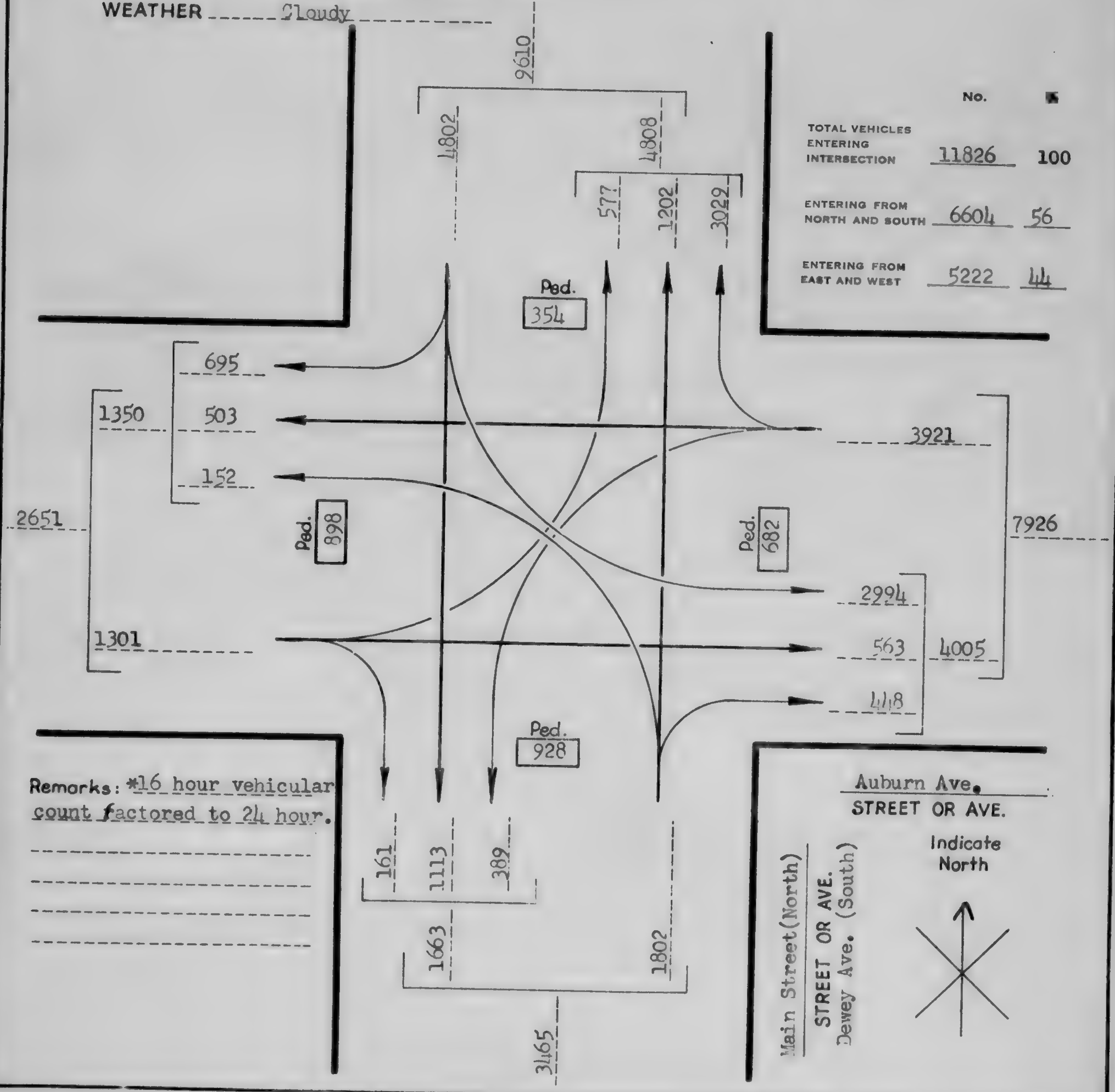
Main STREET OR AVE.

FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 8, 1950
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Cloudy

CITY OF Baker
INTERSECTION OF Auburan Ave. Main St.
STATION NO
CODE NO
CLASSIFICATION All Vehicle


9610
4802
4808
577
1202
3029
Ped.
354
695
1350
503
152
2651
Ped.
898
3921
7926
Ped.
682
2994
1301
563
4005
448
Ped.
928
161
1113
389
1663
1802
3465

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	11826	100
ENTERING FROM NORTH AND SOUTH	6604	56
ENTERING FROM EAST AND WEST	5222	44

Remarks: *16 hour vehicular count factored to 24 hour.

Auburn Ave.
STREET OR AVE.

Main Street (North)
STREET OR AVE.
Dewey Ave. (South)

Indicate North

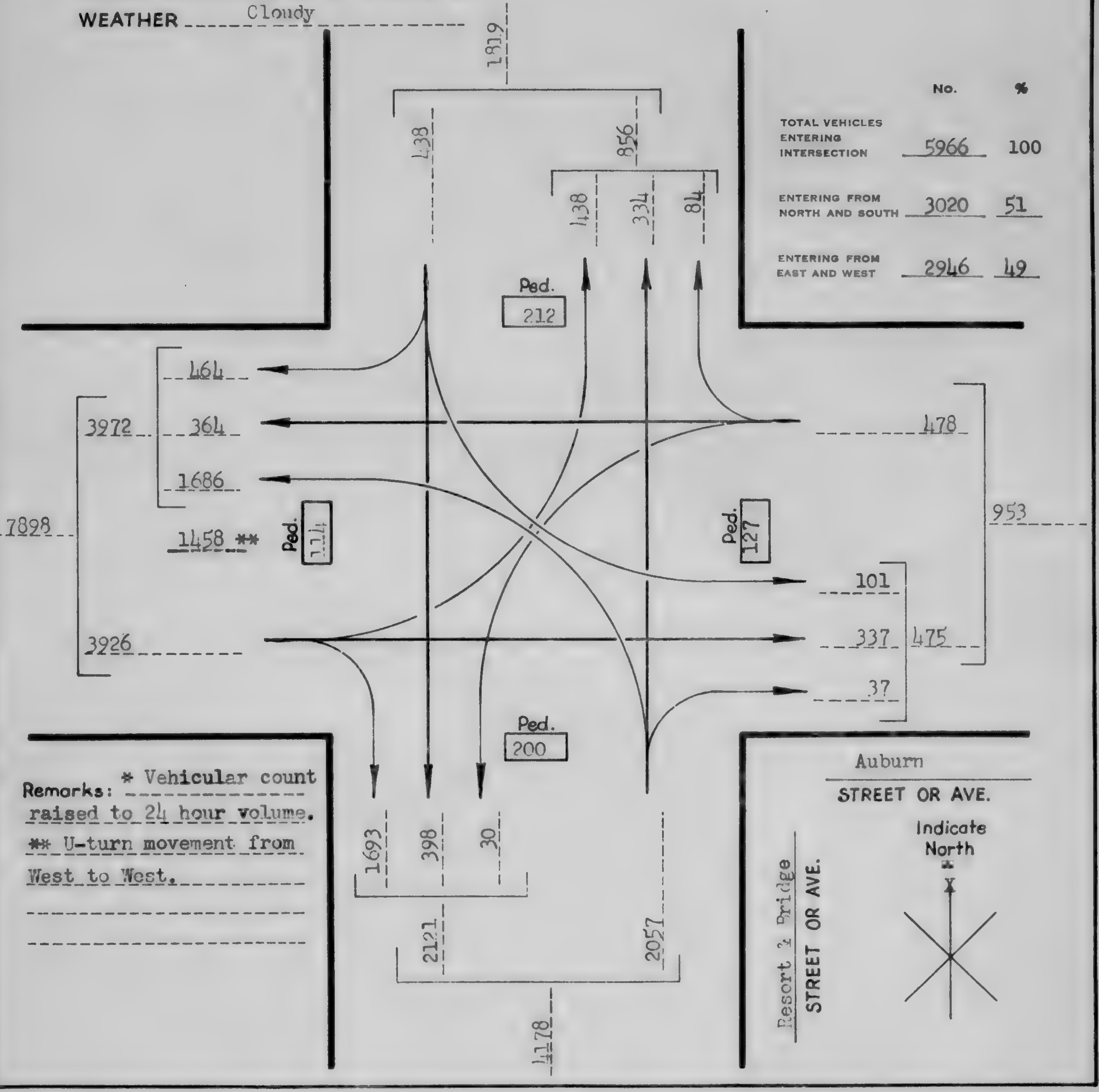
FORM E-126 5M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 8, 1950
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6 A. M. - 10 P. M.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 A. M. - 10 P. M.
WEATHER Cloudy

CITY OF Baker
INTERSECTION OF Resort & Auburn & Bridge
STATION NO
CODE NO
CLASSIFICATION All Vehicle

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	5966	100
ENTERING FROM NORTH AND SOUTH	3020	51
ENTERING FROM EAST AND WEST	2946	49


1819
438
856
438
334
84
Ped. 212
464
3972
364
1686
7898
1458 **
Ped. 114
3926
478
953
Ped. 127
101
337
475
37
Ped. 200
1693
398
30
2121
2057
4178
Indicate North

Remarks: * Vehicular count raised to 24 hour volume.
** U-turn movement from West to West.

Auburn
STREET OR AVE.

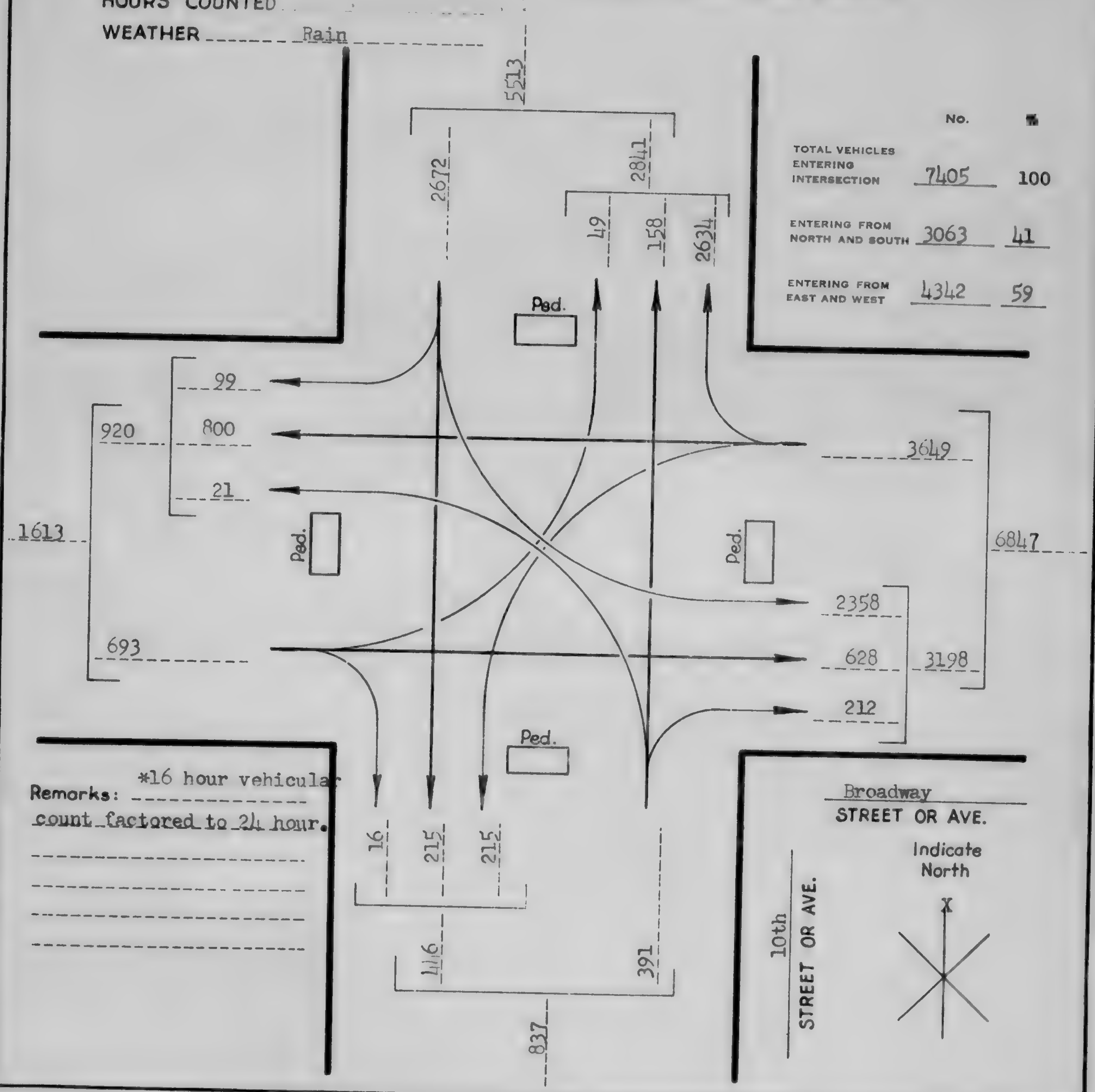
Resort & Bridge
STREET OR AVE.

FORM E-128 8M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 7, 1950
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER Rain

CITY OF Baker
INTERSECTION OF Broadway & 10th
STATION NO
CODE NO
CLASSIFICATION All Vehicle


5513
2672
2841
49
158
2634
Ped.
99
920
800
21
1613
Ped.
Ped.
3649
6847
2358
693
628
3198
212
Ped.
16
215
215
416
391
837

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	7405	100
ENTERING FROM NORTH AND SOUTH	3063	41
ENTERING FROM EAST AND WEST	4342	59

Remarks: *16 hour vehicular count factored to 24 hour.

Broadway
STREET OR AVE.

10th
STREET OR AVE.

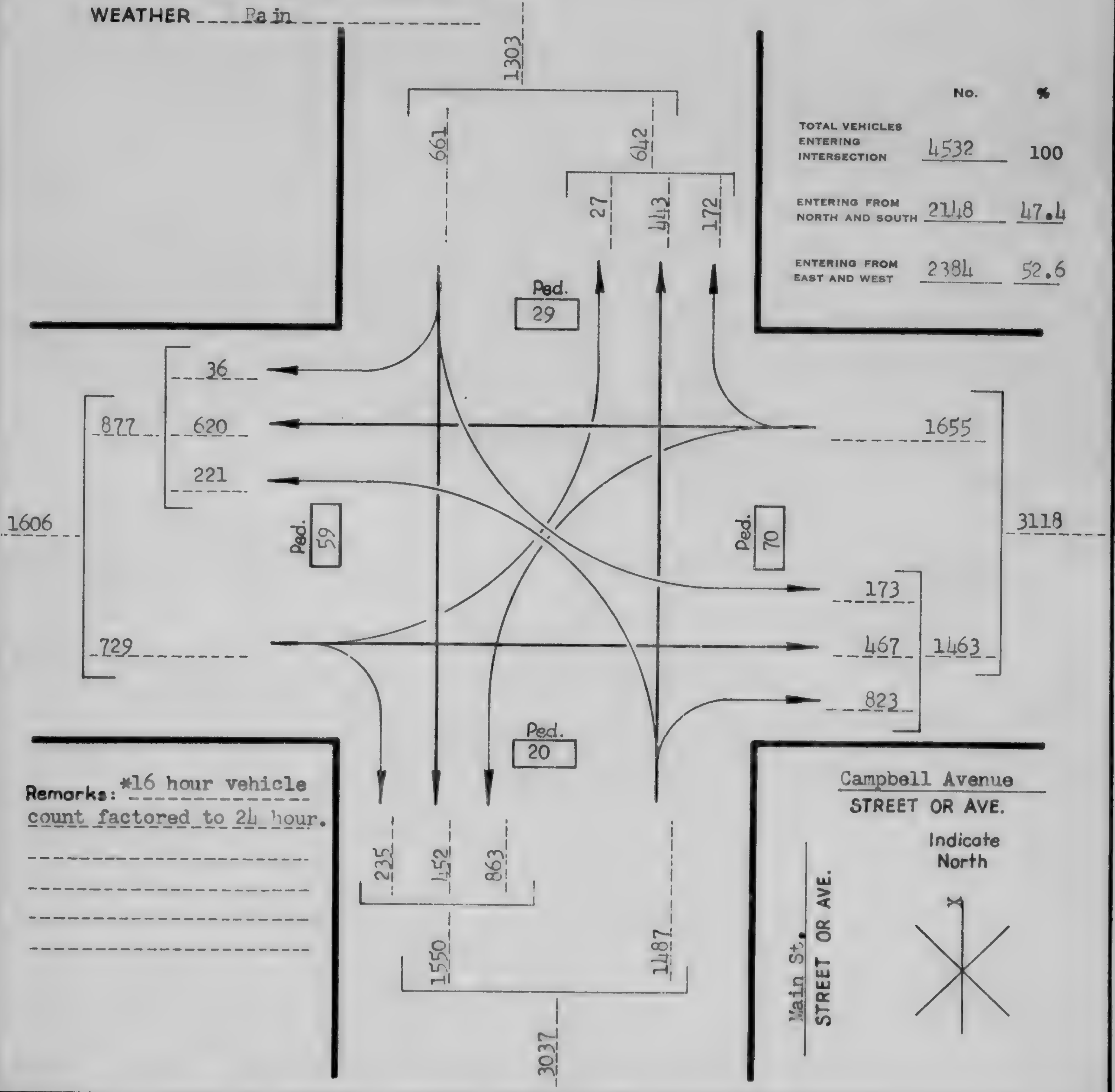
Indicate North

FORM E-126 3M 4-40

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE June 7, 1950
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16* HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 a.m. - 10:00 p.m.
WEATHER Rain

CITY OF Baker
INTERSECTION OF Campbell Ave. Main St.
STATION NO
CODE NO
CLASSIFICATION All Vehicle


1303
661
642
27
443
172
Ped. 29
36
877
620
221
1606
Ped. 59
Ped. 70
1655
3118
173
729
467
1463
823
Ped. 20
235
452
863
1550
1487
3037

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4532	100
ENTERING FROM NORTH AND SOUTH	2148	47.4
ENTERING FROM EAST AND WEST	2384	52.6

Remarks: *16 hour vehicle count factored to 24 hour.

Campbell Avenue
STREET OR AVE.

Main St.
STREET OR AVE.

Indicate North

FORM E-126 5M 4-40

Form E-40-104

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 7, 1950
Day of week Wednesday
Hours counted 6 a.m. - 10 p.m.
Weather Rain

Classification All Vehicle

City of Baker
Intersection Broadway & 2nd
Station number
Code number

		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS	
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East
A. M.	6:00- 7:00	2	1	2	–	–	–	64	47	–	1	9	2	128	7	5	121	95	5	115	124	12	7	3
	7:00- 8:00	3	3	–	3	2	1	127	124	2	2	16	3	286	11	4	275	96	12	261	273	26	18	3
	8:00- 9:00	9	5	8	2	8	6	227	176	9	15	19	14	498	60	12	438	88	38	441	446	71	29	4
	9:00-10:00	9	7	4	2	11	5	219	187	8	8	17	13	490	50	10	440	90	38	438	442	62	54	–
	10:00-11:00	5	3	3	9	9	5	236	187	12	11	15	13	508	46	9	462	91	34	454	463	65	78	2
	11:00-12:00	4	4	–	3	5	10	230	233	10	21	17	22	559	62	11	497	89	26	502	505	85	58	3
P. M.	12:00- 1:00	4	16	–	5	7	7	384	281	5	15	15	19	758	52	7	706	93	39	705	704	68	74	–
	1:00- 2:00	8	5	11	4	7	11	301	306	21	19	39	22	754	78	10	676	90	46	660	683	119	92	13
	2:00- 3:00	7	2	5	1	8	6	195	221	13	15	16	23	512	64	12	448	88	29	453	461	81	9	28
	3:00- 4:00	6	7	14	4	6	11	219	222	12	14	19	19	553	70	13	483	87	48	480	497	81	4	42
	4:00- 5:00	10	5	11	9	6	15	272	279	15	17	28	31	698	90	13	608	87	56	598	630	112	5	32
	5:00- 6:00	18	13	13	9	14	15	279	296	20	17	20	26	740	103	14	637	86	82	643	643	112	9	35
	6:00- 7:00	6	14	8	5	10	10	212	187	4	1	15	11	483	46	10	437	90	53	424	438	51	14	29
	7:00- 8:00	12	6	5	7	6	9	238	244	7	4	11	13	562	49	9	513	91	45	511	518	50	5	16
	8:00- 9:00	7	7	–	2	8	8	160	193	7	5	14	17	428	45	11	383	89	[illegible]	379	386	59	7	7
	9:00-10:00	10	10	4	3	6	9	151	140	4	10	6	8	361	47	13	314	87	[illegible]	325	312	43	4	10
	10:00-11:00																							
	11:00-12:00																							
A. M.	12:00- 1:00																							
	1:00- 2:00																							
	2:00- 3:00																							
	3:00- 4:00																							
	4:00- 5:00																							
	5:00- 6:00																							
24-Hour total		133	120	98	76	125	142	3901	3689	165	194	306	284	9233	976	11	8257	89	694	8202	8354	1216		
16-Hour total		120	108	88	68	113	128	3514	3323	149	175	276	256	8318	880	11	7438	89	625	7389	7525	1097	467	227
-Hour total																								
Control																								
Factor																								

Second St. is North and South
Broadway St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 7, 1950
Wednesday
6 a.m. - 10 p.m.
Rain

Classification All Vehicle

City of Baker
Intersection Broadway & 2nd
Station number
Code number

SUMMARY BY MOVEMENTS															SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
2	-	-	-	64	47	-	1	9	2	128	7	5	121	95	5	115	124	12	7	3	2	4
-	3	2	1	127	124	2	2	16	3	286	11	4	275	96	12	261	273	26	18	3	4	1
8	2	8	6	227	176	9	15	19	14	498	60	12	438	88	38	441	446	71	29	4	2	16
4	2	11	5	219	187	8	8	17	13	490	50	10	440	90	38	438	442	62	54	-	5	[illegible]
3	9	9	5	236	187	12	11	15	13	508	46	9	462	91	34	454	463	65	78	2	7	14
-	3	5	10	230	233	10	21	17	22	559	62	11	497	89	26	502	505	85	58	3	4	12
-	5	7	7	384	281	5	15	15	19	758	52	7	706	93	39	705	704	68	74	-	2	17
11	4	7	11	301	306	21	19	39	22	754	78	10	676	90	46	660	683	119	92	13	11	22
5	1	8	6	195	221	13	15	16	23	512	64	12	448	88	29	453	461	81	9	28	28	9
14	4	6	11	219	222	12	14	19	19	553	70	13	483	87	48	480	497	81	4	42	40	4
11	9	6	15	272	279	15	17	28	31	698	90	13	608	87	56	598	630	112	5	32	23	4
13	9	14	15	279	296	20	17	20	26	740	103	14	637	86	82	643	643	112	9	35	21	11
8	5	10	10	212	187	4	1	15	11	483	46	10	437	90	53	424	438	51	14	29	20	-
5	7	6	9	238	244	7	4	11	13	562	49	9	513	91	45	511	518	50	5	16	15	3
-	2	8	8	160	193	7	5	14	17	428	45	11	383	89	[illegible]	379	386	59	7	7	11	-
4	3	6	9	151	140	4	10	6	8	361	47	13	314	87	[illegible]	325	312	43	4	10	10	-
98	76	125	142	3901	3689	165	194	306	284	9233	976	11	8257	89	694	8202	8354	1216				
88	68	113	128	3514	3323	149	175	276	256	8318	880	11	7438	89	625	7389	7525	1097	467	227	205	129

Second St. is North and South
Broadway St. is East and West

Tabulated by
Computed by
Checked by
Checked by

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division
SUMMARY OF TRAFFIC COUNT

Date June 8, 1950
Day of week Thursday
Hours counted 6 a.m. - 6 a.m.
Weather Cloudy

Classification All Vehicle

City of Baker
Intersection Broadway and Main
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIANS	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East
A. M.	6:00– 7:00	1	4	3	8	14	21	13	4	4	9	37	48	166	96	58	70	42	51	35	113	133	3	3
	7:00– 8:00	-	-	10	17	31	37	19	11	11	12	83	96	327	186	57	141	43	95	53	236	270	5	9
	8:00– 9:00	1	1	29	35	58	69	33	23	12	15	85	119	480	291	61	189	39	193	85	324	358	17	31
	9:00–10:00	3	-	32	29	46	51	17	26	7	10	118	117	456	259	57	197	43	161	63	339	349	47	64
	10:00–11:00	4	5	26	33	66	60	37	32	8	14	153	159	597	329	55	268	45	194	100	440	460	140	167
	11:00–12:00	4	3	34	30	71	95	29	33	13	17	146	136	611	357	58	254	42	237	99	408	478	82	127
P. M.	12:00– 1:00	3	9	47	49	121	110	64	41	25	33	209	198	909	512	56	397	44	339	175	608	696	140	181
	1:00– 2:00	6	8	45	45	86	88	41	39	15	22	160	199	754	446	59	308	41	278	131	529	570	124	15
	2:00– 3:00	6	11	39	32	116	79	43	22	19	23	193	184	767	447	58	320	42	283	124	513	614	147	17
	3:00– 4:00	5	13	43	46	80	97	34	13	26	26	188	169	740	420	57	320	43	284	117	493	586	179	245
	4:00– 5:00	3	19	64	58	131	149	35	32	32	44	212	275	1054	666	63	388	37	424	165	676	843	195	227
	5:00– 6:00	12	12	42	68	139	125	39	34	31	28	216	231	977	577	59	400	41	398	156	630	770	95	104
	6:00– 7:00	3	2	26	29	97	85	20	46	20	28	188	186	730	425	58	305	42	242	119	495	604	26	2
	7:00– 8:00	3	4	26	13	106	103	26	15	20	46	251	186	799	470	59	329	41	255	114	517	712	12	59
	8:00– 9:00	1	1	20	14	82	77	21	17	16	35	233	238	755	453	60	302	40	195	91	543	681	24	52
	9:00–10:00	1	7	23	22	88	75	15	7	16	45	203	222	724	454	63	270	37	216	91	492	649	17	40
	10:00–11:00	5	2	13	27	57	69	20	11	10	24	110	155	503	323	64	180	36	173	72	336	425	9	19
	11:00–12:00	-	2	8	23	20	43	11	8	3	24	86	78	306	173	57	133	43	96	48	214	254	12	10
A. M.	12:00– 1:00	-	-	4	7	11	27	10	9	4	14	46	41	173	97	56	76	44	49	37	117	143	1	
	1:00– 2:00	-	-	-	3	4	19	-	4	-	3	25	23	81	49	61	32	39	26	7	55	74	-	
	2:00– 3:00	-	-	1	-	3	9	3	4	2	3	11	27	63	43	68	20	32	13	12	46	55	-	
	3:00– 4:00	-	-	-	-	1	4	-	6	-	1	14	11	37	17	46	20	54	5	7	31	31	-	
	4:00– 5:00	-	-	-	1	1	2	3	3	1	-	11	3	25	6	24	19	76	4	7	21	18	1	
	5:00– 6:00	-	-	-	1	5	2	2	-	1	-	21	24	56	31	55	25	45	8	3	48	53	1	
24-Hour total		61	103	535	590	1434	1496	535	440	296	476	2999	3125	12,090	7127	59	4963	41	4219	1911	8224	9826	1277	1698
__-Hour total																								
__-Hour total																								
Control																								
Factor																								

Main St. is North and South

Broadway St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 8, 1950

week Thursday

counted 6 a.m. - 6 a.m.

r Cloudy

Classification All Vehicle

City of Baker

Intersection Broadway and Main

Station number

Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
4	3	8	14	21	13	4	4	9	37	48	166	96	58	70	42	51	35	113	133	3	3	4	3
-	10	17	31	37	19	11	11	12	83	96	327	186	57	141	43	95	53	236	270	5	9	7	4
1	29	35	58	69	33	23	12	15	85	119	480	291	61	189	39	193	85	324	358	17	31	32	29
-	32	29	46	51	17	26	7	10	118	117	456	259	57	197	43	161	63	339	349	47	64	34	3
5	26	33	66	60	37	32	8	14	153	159	597	329	55	268	45	194	100	440	460	140	167	88	89
3	34	30	71	95	29	33	13	17	146	136	611	357	58	254	42	237	99	408	478	82	127	92	101
9	47	49	121	110	64	41	25	33	209	198	909	512	56	397	44	339	175	608	696	140	181	118	120
8	45	45	86	88	41	39	15	22	160	199	754	446	59	308	41	278	131	529	570	124	152	135	131
11	39	32	116	79	43	22	19	23	193	184	767	447	58	320	42	283	124	513	614	147	179	100	139
13	43	46	80	97	34	13	26	26	188	169	740	420	57	320	43	284	117	493	586	179	245	91	144
19	64	58	131	149	35	32	32	44	212	275	1054	666	63	388	37	424	165	676	843	195	227	97	89
12	42	68	139	125	39	34	31	28	216	231	977	577	59	400	41	398	156	630	770	95	104	66	93
2	26	29	97	85	20	46	20	28	188	186	730	425	58	305	42	242	119	495	604	26	23	12	31
4	26	13	106	103	26	15	20	46	251	186	799	470	59	329	41	255	114	517	712	12	59	22	23
1	20	14	82	77	21	17	16	35	233	238	755	453	60	302	40	195	91	543	681	24	52	11	19
7	23	22	88	75	15	7	16	45	203	222	724	454	63	270	37	216	91	492	649	17	40	20	12
2	13	27	57	69	20	11	10	24	110	155	503	323	64	180	36	173	72	336	425	9	19	14	11
2	8	23	20	43	11	8	3	24	86	78	306	173	57	133	43	96	48	214	254	12	10	7	16
-	4	7	11	27	10	9	4	14	46	41	173	97	56	76	44	49	37	117	143	1	3	1	5
-	-	3	4	19	-	4	-	3	25	23	81	49	61	32	39	26	7	55	74	-	-	-	[illegible]
-	1	-	3	9	3	4	2	3	11	27	63	43	68	20	32	13	12	46	55	-	-	-	[illegible]
-	-	-	1	4	-	6	-	1	14	11	37	17	46	20	54	5	7	31	31	-	2	2	-
-	-	1	1	2	3	3	1	-	11	3	25	6	24	19	76	4	7	21	18	1	1	1	2
-	-	1	5	2	2	-	1	-	21	24	56	31	55	25	45	8	3	48	53	1	-	1	-
103	535	590	1434	1496	535	440	296	476	2999	3125	12,090	7127	59	4963	41	4219	1911	8224	9826	1277	1698	955	1097

Main St. is North and South

Broadway St. is East and West

Tabulated by

Computed by

Checked by

Checked by

Form E-40-3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 8, 1950
Day of week Thursday
Hours counted 6 a.m. to 10 p.m.
Weather Cloudy

Classification All Vehicles

City of Baker
Intersection Main & Court
Station number
Code number

		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRI
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A. M.	6:00- 7:00	2	2	6	6	82	76	-	2	4	2	9	5	196	173	88	23	12	174	12	28	178	9
	7:00- 8:00	1	6	9	8	130	126	3	5	5	3	7	7	310	276	89	34	11	280	43	39	278	9
	8:00- 9:00	7	2	20	13	146	182	6	7	5	-	18	10	416	365	88	51	12	370	27	74	361	22
	9:00-10:00	7	7	22	13	136	160	2	5	5	5	18	15	395	345	87	50	13	345	31	75	339	56
	10:00-11:00	11	6	27	18	185	253	6	5	7	12	7	17	554	505	91	49	9	500	47	80	481	82
	11:00-12:00	9	11	32	42	213	259	5	12	9	7	37	27	663	547	83	116	17	566	53	155	552	68
P. M.	12:00- 1:00	11	17	21	30	348	351	6	15	12	8	12	33	864	772	89	92	11	778	69	117	764	111
	1:00- 2:00	9	12	26	16	233	266	10	4	3	4	8	13	604	551	91	53	9	562	42	77	527	105
	2:00- 3:00	3	18	36	28	258	273	9	8	6	9	24	19	691	598	87	93	13	616	53	124	589	122
	3:00- 4:00	9	16	31	24	260	263	4	8	6	15	20	14	670	592	88	78	12	603	58	101	578	117
	4:00- 5:00	19	18	41	35	309	418	7	9	10	14	32	16	928	817	88	111	12	840	77	140	799	158
	5:00- 6:00	25	28	55	32	366	360	8	11	10	9	42	19	965	834	86	131	14	866	71	167	806	84
	6:00- 7:00	6	7	16	18	276	277	4	3	10	7	24	11	659	593	90	66	10	600	37	76	605	26
	7:00- 8:00	4	5	33	19	338	334	2	5	6	9	24	18	797	736	92	61	8	733	31	101	729	29
	8:00- 9:00	8	14	32	27	337	366	3	8	8	13	28	9	853	765	90	88	10	784	54	107	761	34
	9:00-10:00	8	11	26	24	276	318	2	-	6	17	36	10	734	655	89	79	11	663	44	98	663	36
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total		154	200	481	392	4321	4753	85	119	124	149	384	270	11,432	10128	89	1304	11	10,301	831	1731	10,001	
16-Hour total		139	180	433	353	3893	4282	77	107	112	134	346	243	10,299	9124	89	1175	11	9,280	749	1559	9,010	1068
___-Hour total																							
Control																							
Factor																							

Main St. is North and South
Court St. is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 8, 1950
week Thursday
counted 6 a.m. to 10 p.m.
er Cloudy

Classification All Vehicles

City of Baker
Intersection Main & Court
Station number
Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
2	6	6	82	76	-	2	4	2	9	5	196	173	88	23	12	174	12	28	178	9	25	12	10
6	9	8	130	126	3	5	5	3	7	7	310	276	89	34	11	280	43	39	278	9	17	34	11
2	20	13	146	182	6	7	5	-	18	10	416	365	88	51	12	370	27	74	361	22	65	72	3
7	22	13	136	160	2	5	5	5	18	15	395	345	87	50	13	345	31	75	339	56	82	106	4
6	27	18	185	253	6	5	7	12	7	17	554	505	91	49	9	500	47	80	481	82	130	198	98
11	32	42	213	259	5	12	9	7	37	27	663	547	83	116	17	566	53	155	552	68	141	193	70
17	21	30	348	351	6	15	12	8	12	33	864	772	89	92	11	778	69	117	764	111	191	318	102
12	26	16	233	266	10	4	3	4	8	13	604	551	91	53	9	562	42	77	527	105	167	240	69
18	36	28	258	273	9	8	6	9	24	19	691	598	87	93	13	616	53	124	589	122	182	275	49
16	31	24	260	263	4	8	6	15	20	14	670	592	88	78	12	603	58	101	578	117	240	297	86
18	41	35	309	418	7	9	10	14	32	16	928	817	88	111	12	840	77	140	799	158	216	306	65
28	55	32	366	360	8	11	10	9	42	19	965	834	86	131	14	866	71	167	806	84	103	204	60
7	16	18	276	277	4	3	10	7	24	11	659	593	90	66	10	600	37	76	605	26	64	111	29
5	33	19	338	334	2	5	6	9	24	18	797	736	92	61	8	733	31	101	729	29	69	114	16
14	32	27	337	366	3	8	8	13	28	9	853	765	90	88	10	784	54	107	761	34	100	140	49
11	26	24	276	318	2	-	6	17	36	10	734	655	89	79	11	663	44	98	663	36	98	126	36
200	481	392	4321	4753	85	119	124	149	384	270	11,432	10128	89	1304	11	10,301	831	1731	10,001				
180	433	353	3893	4282	77	107	112	134	346	243	10,299	9124	89	1175	11	9,280	749	1559	9,010	1068	1890	2746	831

Main St. is North and South
Court St. is East and West

Tabulated by
Computed by
Checked by
Checked by

Form E-40-C6

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 8, 1950
Day of week Thursday
Hours counted 6 a.m. to 10 p.m.
Weather Cloudy
Classification All Vehicle

City of Baker
Intersection Main, Bridge, Dewey & Aubur
Station number
Code number

		SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIA
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A. M.	6:00- 7:00	40	35	4	6	35	23	11	6	10	1	2	3	176	106	60	70	40	143	103	32	74	10
	7:00- 8:00	90	76	24	17	27	39	8	14	12	13	2	3	325	196	60	129	40	273	213	68	96	12
	8:00- 9:00	102	107	24	19	36	51	15	29	10	17	2	3	415	233	56	182	44	339	280	92	119	28
	9:00-10:00	85	117	26	21	30	43	28	27	10	13	4	9	413	206	50	207	50	322	280	115	109	20
	10:00-11:00	119	141	34	14	37	54	20	34	16	21	4	4	498	269	54	229	46	399	351	110	136	28
	11:00-12:00	152	136	36	23	46	57	27	28	28	18	15	2	568	311	55	257	45	450	389	131	166	2
P. M.	12:00- 1:00	178	167	31	41	84	81	31	48	29	43	3	7	743	424	57	319	43	582	496	161	247	14
	1:00- 2:00	137	134	37	36	60	75	30	39	21	20	6	6	601	335	56	266	44	479	381	154	188	13
	2:00- 3:00	176	228	33	28	84	67	46	38	29	32	9	16	786	408	52	378	48	616	549	170	237	32
	3:00- 4:00	221	218	41	36	70	66	41	50	30	25	8	11	817	434	53	383	47	652	585	187	210	25
	4:00- 5:00	231	274	45	56	86	132	69	50	36	50	14	9	1052	553	53	499	47	824	710	243	327	62
	5:00- 6:00	272	210	56	49	118	94	28	46	35	39	25	25	997	604	61	393	39	799	630	229	336	9
	6:00- 7:00	152	162	33	39	67	80	14	30	23	37	14	15	666	384	58	282	42	533	418	145	236	27
	7:00- 8:00	198	229	75	39	89	74	33	17	17	26	12	10	819	472	58	347	42	704	520	186	228	16
	8:00- 9:00	257	260	66	45	67	77	25	27	21	27	14	3	889	497	56	392	44	772	617	180	209	29
	9:00-10:00	287	235	61	51	67	70	27	24	23	22	11	11	889	518	58	371	42	771	618	185	204	27
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
	24-Hour total	2994	3029	695	577	1113	1202*	503	563	389	448	161	152	11,826	6604	56	5222	44	9610	7926	2651	3465	
	16-Hour total	2697	2729	626	520	1003	1083	453	507	350	404	145	137	10,654	5950	56	4704	44	8658	7140	2388	3122	354
	-Hour total																						
	Control																						
	Factor																						

Tabulated by
Computed by
Checked by
Checked by

Main St. is North and South
Auburn Ave. St. is East and West
Dewey Ave. is South

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 8, 1950
ek Thursday
nted 6 a.m. to 10 p.m.
Cloudy
Classification All Vehicle

City of Baker
Intersection Main, Bridge, Dewey & Auburn
Station number
Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
st o rth	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
35	4	6	35	23	11	6	10	1	2	3	176	106	60	70	40	143	103	32	74	10	11	6	7
76	24	17	27	39	8	14	12	13	2	3	325	196	60	129	40	273	213	68	96	12	9	13	14
07	24	19	36	51	15	29	10	17	2	3	415	233	56	182	44	339	280	92	119	28	46	55	54
17	26	21	30	43	28	27	10	13	4	9	413	206	50	207	50	322	280	115	109	20	42	56	64
41	34	14	27	54	20	34	16	21	4	4	498	269	54	229	46	399	351	110	136	28	53	81	70
36	36	23	46	57	27	28	28	18	15	2	568	311	55	257	45	450	389	131	166	2	60	73	86
67	31	41	84	81	31	48	29	43	3	7	743	424	57	319	43	582	496	161	247	14	55	81	93
34	37	36	60	75	30	39	21	20	6	6	601	335	56	266	44	479	381	154	188	13	26	64	62
28	33	28	84	67	46	38	29	32	9	16	786	408	52	378	48	616	549	170	237	32	67	84	81
18	41	36	70	66	41	50	30	25	8	11	817	434	53	383	47	652	585	187	210	25	93	78	90
74	45	56	86	132	69	50	36	50	14	9	1052	553	53	499	47	824	710	243	327	62	65	77	77
10	56	49	118	94	28	46	35	39	25	25	997	604	61	393	39	799	630	229	336	9	50	64	66
62	33	39	67	80	14	30	23	37	14	15	666	384	58	282	42	533	418	145	236	27	36	51	52
29	75	39	89	74	33	17	17	26	12	10	819	472	58	347	42	704	520	186	228	16	22	36	39
60	66	45	67	77	25	27	21	27	14	3	889	497	56	392	44	772	617	180	209	29	15	37	30
35	61	51	67	70	27	24	23	22	11	11	889	518	58	371	42	771	618	185	204	27	32	42	43
029	695	577	1113	1202*	503	563	389	448	161	152	11,826	6604	56	5222	44	9610	7926	2651	3465				
729	626	520	1003	1083	453	507	350	404	145	137	10,654	5950	56	4704	44	8658	7140	2388	3122	354	682	898	928

Main St. is North and South
Auburn Ave. St. is East and West
Dewey Ave. is South

Tabulated by
Computed by
Checked by
Checked by

Form E-40—5M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division
SUMMARY OF TRAFFIC COUNT

Date June 7, 1950
Day of week Wednesday
Hours counted 6 a.m. - 10 p.m.
Weather Rain

Classification All Vehicle

City of Baker
Intersection Campbell Ave. & Main St.
Station number
Code number

	TIME	SUMMARY BY MOVEMENTS																	SUMMARY BY LEGS				PEDESTRIA
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North
A. M.	6:00- 7:00	3	1	-	-	10	3	11	5	20	16	1	-	70	32	46	38	54	17	56	17	50	1
	7:00- 8:00	3	5	1	4	12	7	31	13	22	19	9	5	131	47	36	84	64	32	93	63	74	1
	8:00- 9:00	4	8	2	1	30	15	33	23	37	40	13	5	211	96	45	115	55	60	145	77	140	1
	9:00-10:00	4	8	-	-	20	9	24	11	34	29	8	6	153	68	44	85	56	41	110	49	106	1
	10:00-11:00	12	9	1	1	24	17	29	19	55	47	15	3	232	104	45	128	55	64	171	68	161	1
	11:00-12:00	10	13	-	1	35	29	35	29	54	44	12	11	273	129	47	144	53	88	185	88	185	4
P. M.	12:00- 1:00	12	12	1	3	30	27	40	54	63	60	20	23	345	153	44	192	56	85	241	141	223	3
	1:00- 2:00	19	18	1	2	39	30	46	29	56	54	14	22	330	165	50	165	50	109	222	114	215	6
	2:00- 3:00	12	11	6	-	32	32	49	37	80	56	12	20	347	158	46	189	54	93	245	124	232	-
	3:00- 4:00	10	5	4	-	27	30	37	37	76	64	14	20	324	155	48	169	52	76	229	112	231	5
	4:00- 5:00	14	14	2	3	35	37	51	34	62	67	23	21	363	176	48	187	52	105	242	134	245	1
	5:00- 6:00	14	13	2	-	34	49	52	40	53	82	27	28	394	209	53	185	47	112	254	149	273	2
	6:00- 7:00	9	7	1	-	19	25	28	23	38	40	14	9	213	103	48	110	52	61	145	75	145	3
	7:00- 8:00	18	10	5	3	31	39	42	33	61	41	17	13	313	147	47	166	53	106	205	113	202	-
	8:00- 9:00	8	14	4	4	19	27	27	24	33	38	7	3	208	99	48	109	52	76	144	69	127	-
	9:00-10:00	4	7	2	2	10	23	24	10	34	44	6	10	176	93	53	83	47	48	123	54	127	-
	10:00-11:00																						
	11:00-12:00																						
A. M.	12:00- 1:00																						
	1:00- 2:00																						
	2:00- 3:00																						
	3:00- 4:00																						
	4:00- 5:00																						
	5:00- 6:00																						
24-Hour total		173	172	36	27	452	443	620	467	863	823	235	221	4532	2148	47	2384	53	1303	3118	1606	3037	
—-Hour total		156	155	32	24	407	399	559	421	778	741	212	199	4083	1934	47	2149	53	1173	2810	1447	2736	29
—-Hour total																							
Control																							
Factor																							

Main St. is North and South
Campbell Ave. ~~St.~~ is East and West

Tabulated by
Computed by
Checked by
Checked by

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 7, 1950
eek Wednesday
unted 6 a.m. - 10 p.m.
Rain

Classification All Vehicle

City of Baker
Intersection Campbell Ave. & Main St.
Station number
Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
ast to orth	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
1	-	-	10	3	11	5	20	16	1	-	70	32	46	38	54	17	56	17	50	1	2	-	1
5	1	4	12	7	31	13	22	19	9	5	131	47	36	84	64	32	93	63	74	1	5	-	-
8	2	1	30	15	33	23	37	40	13	5	211	96	45	115	55	60	145	77	140	1	2	-	-
8	-	-	20	9	24	11	34	29	8	6	153	68	44	85	56	41	110	49	106	1	3	1	1
9	1	1	24	17	29	19	55	47	15	3	232	104	45	128	55	64	171	68	161	1	3	4	1
13	-	1	35	29	35	29	54	44	12	11	273	129	47	144	53	88	185	88	185	4	3	8	3
12	1	3	30	27	40	54	63	60	20	23	345	153	44	192	56	85	241	141	223	3	3	6	1
18	1	2	39	30	46	29	56	54	14	22	330	165	50	165	50	109	222	114	215	6	7	2	4
11	6	-	32	32	49	37	80	56	12	20	347	158	46	189	54	93	245	124	232	-	5	3	-
5	4	-	27	30	37	37	76	64	14	20	324	155	48	169	52	76	229	112	231	5	13	10	-
14	2	3	35	37	51	34	62	67	23	21	363	176	48	187	52	105	242	134	245	1	6	6	4
13	2	-	34	49	52	40	53	82	27	28	394	209	53	185	47	112	254	149	273	2	2	9	3
7	1	-	19	25	28	23	38	40	14	9	213	103	48	110	52	61	145	75	145	3	5	3	1
10	5	3	31	39	42	33	61	41	17	13	313	147	47	166	53	106	205	113	202	-	4	4	1
14	4	4	19	27	27	24	33	38	7	3	208	99	48	109	52	76	144	69	127	-	1	3	-
7	2	2	10	23	24	10	34	44	6	10	176	93	53	83	47	48	123	54	127	-	6	-	-
72	36	27	452	443	620	467	863	823	235	221	4532	2148	47	2384	53	1303	3118	1606	3037				
55	32	24	407	399	559	421	778	741	212	199	4083	1934	47	2149	53	1173	2810	1447	2736	29	70	59	20

Main St. is North and South
Campbell Ave. ~~St.~~ is East and West

Tabulated by
Computed by
Checked by
Checked by

Form E-40—3M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date June 7, 1950
Day of week Wednesday
Hours counted 6 a.m. - 10 p.m.
Weather Rain

Classification All Vehicle

City of Baker
Intersection Broadway & 10th
Station number
Code number

		SUMMARY BY MOVEMENTS												
	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL
A. M.	6:00- 7:00	47	49	2	1	7	3	21	12	1	-	-	-	143
	7:00- 8:00	79	90	3	2	5	5	29	20	6	7	1	-	247
	8:00- 9:00	98	127	8	2	13	9	41	35	2	10	2	2	349
	9:00-10:00	111	142	2	4	9	7	27	32	12	5	-	-	351
	10:00-11:00	121	126	4	2	19	11	33	19	10	15	1	-	361
	11:00-12:00	159	138	3	-	14	11	46	29	15	19	-	2	436
P. M.	12:00- 1:00	171	178	8	2	16	10	53	54	15	6	2	-	515
	1:00- 2:00	155	171	1	2	22	7	43	56	19	7	-	1	484
	2:00- 3:00	124	130	3	4	8	10	35	26	21	15	1	1	378
	3:00- 4:00	163	197	8	6	14	13	40	32	21	13	2	2	511
	4:00- 5:00	182	202	10	5	12	10	65	57	18	15	1	2	579
	5:00- 6:00	176	210	8	3	21	15	72	48	16	15	1	3	588
	6:00- 7:00	127	150	9	3	11	9	45	37	13	8	3	3	418
	7:00- 8:00	159	172	6	1	13	11	70	41	8	18	-	-	499
	8:00- 9:00	140	143	8	3	4	5	47	44	11	21	-	2	428
	9:00-10:00	112	148	6	4	6	6	54	24	6	17	-	1	384
	10:00-11:00													
	11:00-12:00													
A. M.	12:00- 1:00													
	1:00- 2:00													
	2:00- 3:00													
	3:00- 4:00													
	4:00- 5:00													
	5:00- 6:00													
24-Hour total		2358	2634	99	49	215	158	800	628	215	212	16	21	7405
-Hour total		2124	2373	89	44	194	142	721	566	194	191	14	19	6671
-Hour total														
Control														
Factor														

					SUMMARY BY LEGS				PEDESTRIANS	
TIME	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	Eas
6:00- 7:00	59	41	84	59	109	130	36	11	-	6
7:00- 8:00	99	40	148	60	184	231	55	24	11	2
8:00- 9:00	140	40	209	60	257	313	90	38	3	5
9:00-10:00	134	38	217	62	275	329	65	33	4	1
10:00-11:00	170	47	191	53	283	324	59	56	10	4
11:00-12:00	208	48	228	52	325	406	80	61	2	1
12:00- 1:00	211	41	304	59	385	477	119	49	10	1
1:00- 2:00	193	40	291	60	358	451	103	56		
2:00- 3:00	161	43	217	57	279	351	70	56	***	
3:00- 4:00	213	42	298	58	401	466	90	65		
4:00- 5:00	231	40	348	60	421	539	140	58		
5:00- 6:00	238	40	350	60	433	537	135	71		
6:00- 7:00	167	40	251	60	309	380	100	47		
7:00- 8:00	207	41	292	59	362	468	118	50		
8:00- 9:00	180	42	248	58	303	406	104	43		
9:00-10:00	148	39	236	61	282	361	89	36		
10:00-11:00										
11:00-12:00										
12:00- 1:00										
1:00- 2:00										
2:00- 3:00										
3:00- 4:00										
4:00- 5:00										
5:00- 6:00										
24-Hour total	3063	41	4342	59	5513	6849	1613	837		
-Hour total	2759	41	3912	59	4966	6169	1453	754		
-Hour total										

*** Afternoon Count erratic, not shown.

Tabulated by
Computed by
Checked by
Checked by

10th St. is North and South
Broadway St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

June 7, 1950

f week Wednesday

counted 6 a.m. - 10 p.m.

her Rain

Classification All Vehicle

City of Baker

Intersection Broadway & 10th

Station number

Code number

SUMMARY BY MOVEMENTS																SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
49	2	1	7	3	21	12	1	-	-	-	143	59	41	84	59	109	130	36	11	-	6	2	-
90	3	2	5	5	29	20	6	7	1	-	247	99	40	148	60	184	231	55	24	11	2	4	7
127	8	2	13	9	41	35	2	10	2	2	349	140	40	209	60	257	313	90	38	3	5	7	[illegible]
142	2	4	9	7	27	32	12	5	-	-	351	134	38	217	62	275	329	65	33	4	1	6	[illegible]
126	4	2	19	11	33	19	10	15	1	-	361	170	47	191	53	283	324	59	56	10	4	12	8
138	3	-	14	11	46	29	15	19	-	2	436	208	48	228	52	325	406	80	61	2	1	13	7
178	8	2	16	10	53	54	15	6	2	-	515	211	41	304	59	385	477	119	49	10	1	8	8
171	1	2	22	7	43	56	19	7	-	1	484	193	40	291	60	358	451	103	56				
130	3	4	8	10	35	26	21	15	1	1	378	161	43	217	57	279	351	70	56	***			
197	8	6	14	13	40	32	21	13	2	2	511	213	42	298	58	401	466	90	65				
202	10	5	12	10	65	57	18	15	1	2	579	231	40	348	60	421	539	140	58				
210	8	3	21	15	72	48	16	15	1	3	588	238	40	350	60	433	537	135	71				
150	9	3	11	9	45	37	13	8	3	3	418	167	40	251	60	309	380	100	47				
172	6	1	13	11	70	41	8	18	-	-	499	207	41	292	59	362	468	118	50				
143	8	3	4	5	47	44	11	21	-	2	428	180	42	248	58	303	406	104	43				
148	6	4	6	6	54	24	6	17	-	1	384	148	39	236	61	282	361	89	36				
2634	99	49	215	158	800	628	215	212	16	21	7405	3063	41	4342	59	5513	6849	1613	837				
2373	89	44	194	142	721	566	194	191	14	19	6671	2759	41	3912	59	4966	6169	1453	754				

*** Afternoon Count erratic, not shown.

Tabulated by

Computed by

Checked by

Checked by

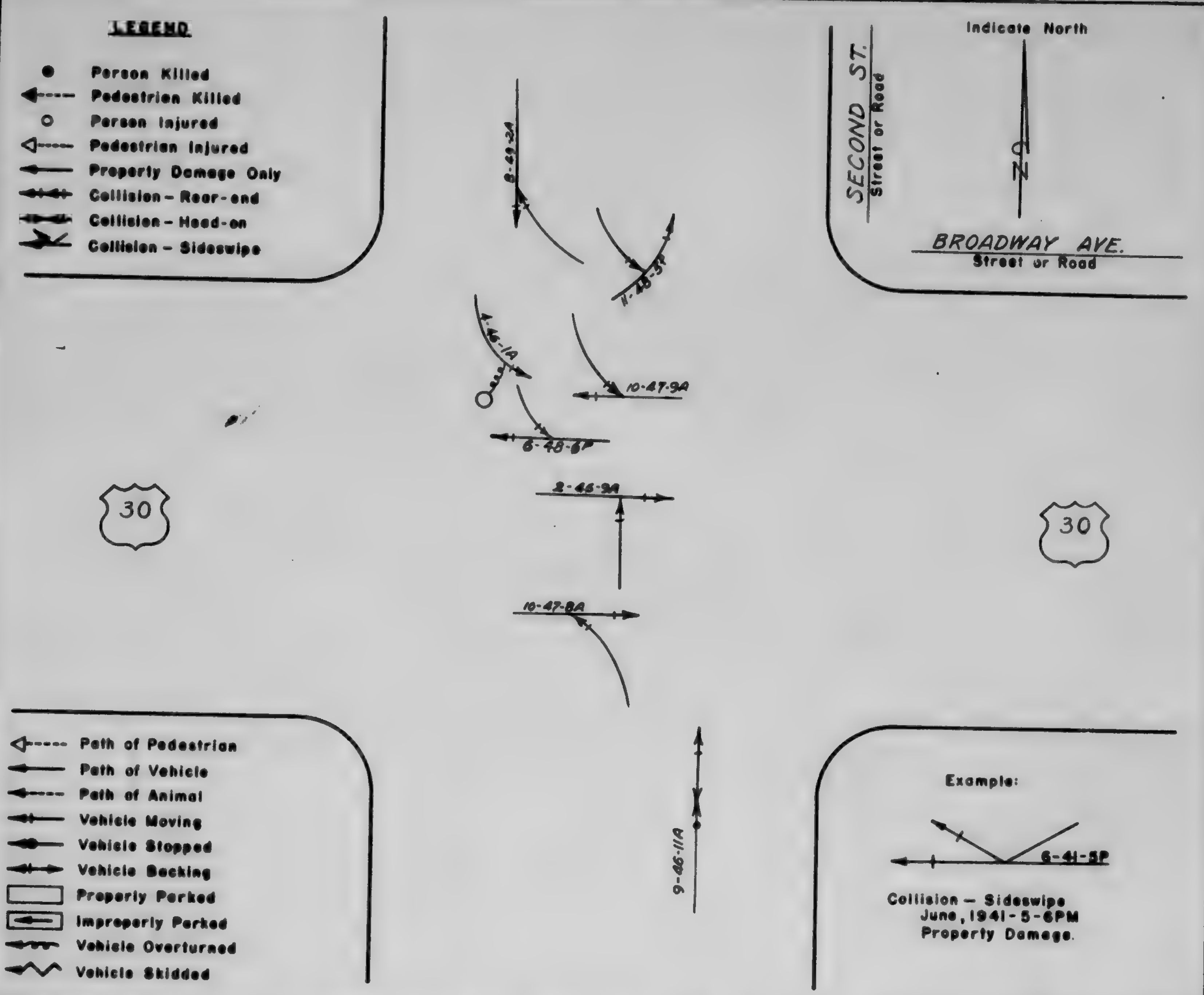
10th St. is North and South

Broadway St. is East and West

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of BAKER County BAKER
Intersection of BROADWAY and SECOND ST.
Highway Number US30
Period Covered 1-1-46 12-31-49
Compiled by RG Drawn by DG Date 6-6-50


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
SECOND ST.
Street or Road
Indicate North
N
BROADWAY AVE.
Street or Road
8-49-2A
11-48-5P
4-46-1A
10-47-9A
6-48-6P
2-46-9A
30
30
10-47-8A
9-46-11A
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-5P
Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

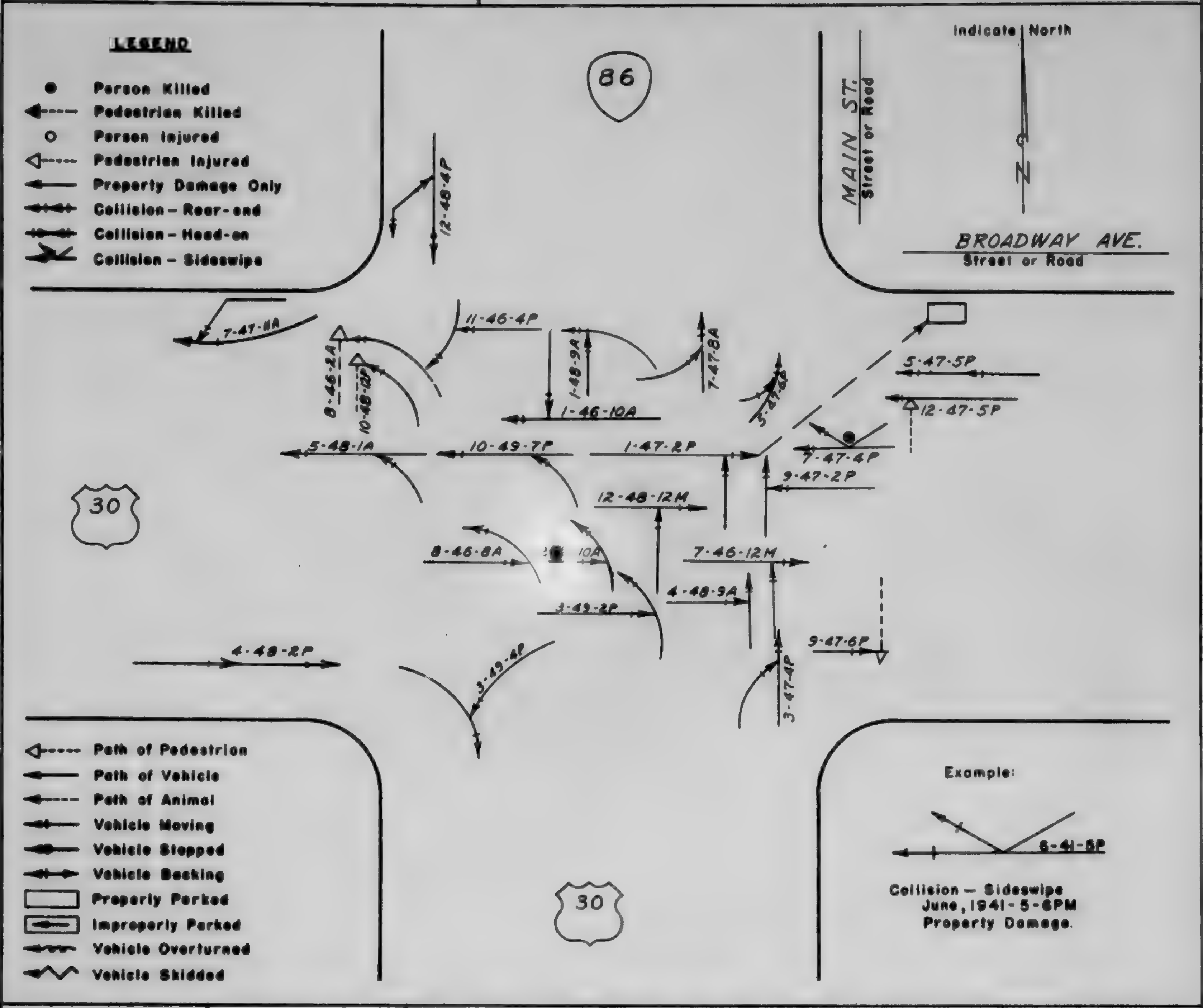
Collision Type	1946				1947				1948				1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1																
Head-on																			1	1
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking							2	2			2	2			1	1			5	5
Non-collision		1		1																
Fixed Object																		1		1
Pedestrian																				
Backing			1	1																
Misc.																			1	1
TOTAL		1	2	3			2	2			2	2			1	1		1	7	8

Form E-260—2M—11-48

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of BAKER County BAKER
Intersection of BROADWAY AVE. and MAIN ST.
Highway Number US30 ORE 86
Period Covered 1-1-46 12-31-49
Compiled by R.G. Drawn by D.G. Date JUNE 1950



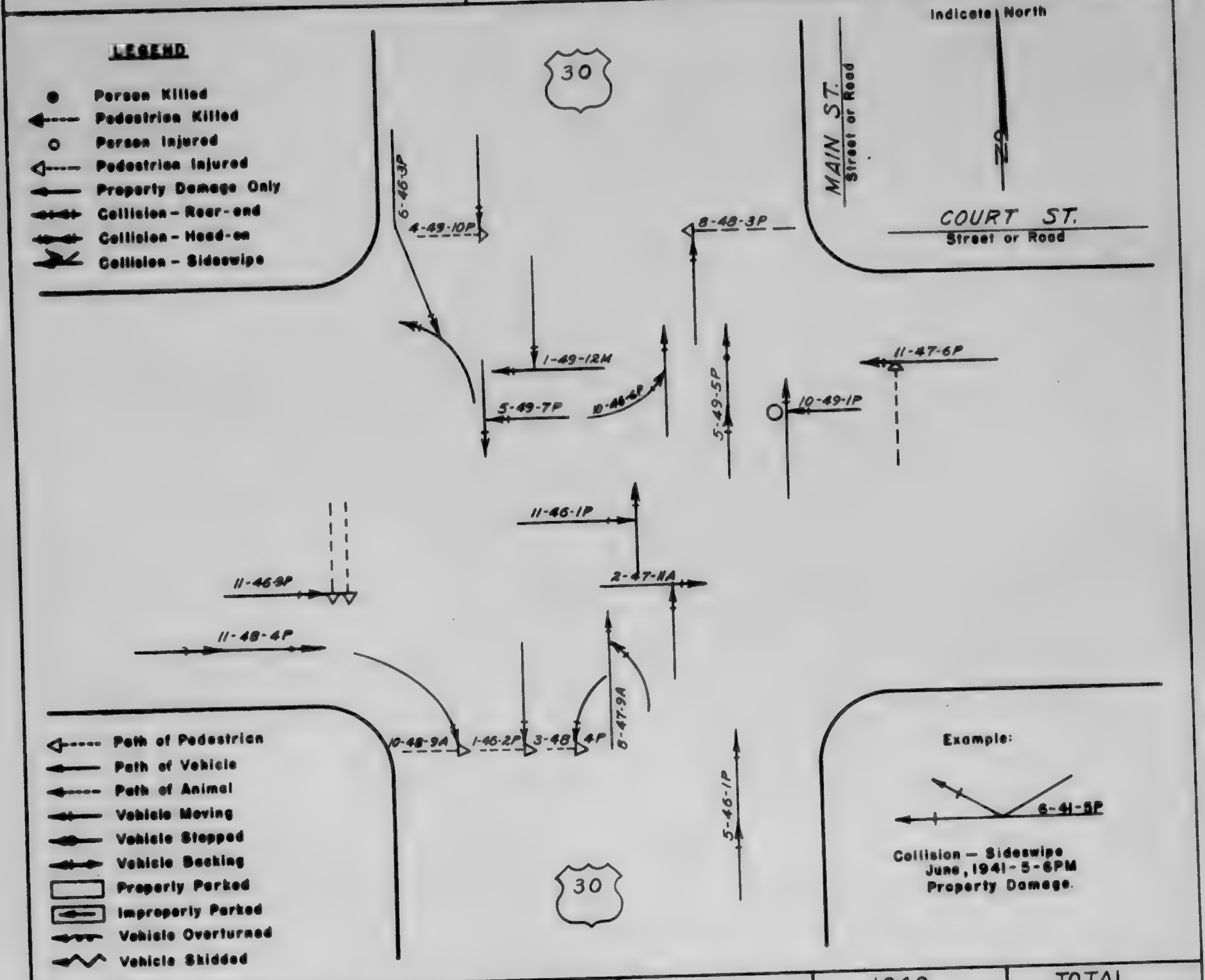
LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
86
MAIN ST.
Street or Road
Indicate North
N
BROADWAY AVE.
Street or Road
12-48-4P
7-47-11A
11-46-4P
8-46-2A
10-48-12P
1-48-9A
7-47-8A
3-47-6P
5-47-5P
12-47-5P
1-46-10A
5-48-1A
10-49-7P
1-47-2P
7-47-4P
9-47-2P
30
12-48-12M
8-46-8A
10A
7-46-12M
4-48-9A
3-49-2P
9-47-6P
4-48-2P
3-49-4P
3-47-4P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
30
Example:
6-41-5P
Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

Collision Type	1946				1947				1948				1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			2	2			2	2			2	2							6	6
Head-on																				
Rear-end							1	1			1	1							2	2
Sideswipe					1			1									1			1
Turning Movement			2	2			4	4			2	2			3	3			11	11
Parking							1	1			1	1							2	2
Non-collision																				
Fixed Object																				
Pedestrian		1		1		2		2		1		1						4		4
Backing																				
Misc.																				
TOTAL		1	4	5	1	2	8	11		1	6	7			3	3	1	4	21	26

Form E-260 — 2M — 11-46

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of BAKER County BAKER
Intersection of MAIN ST. and COURT ST.
Highway Number US 30
Period Covered 1-1-46 12-31-49
Compiled by R.G. Drawn by D.G. Date 6-6-50

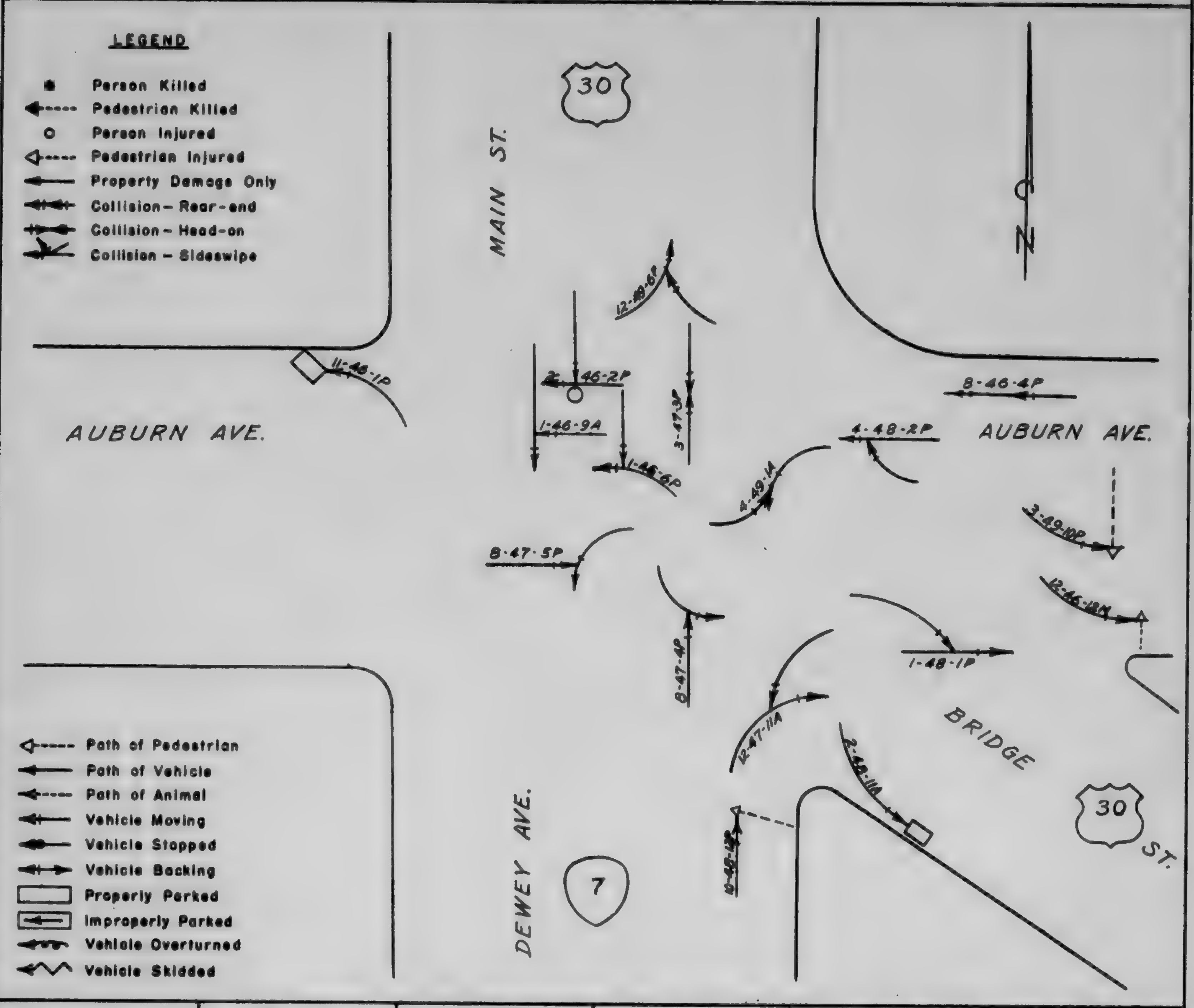

LEGEND
● Person Killed
Pedestrian Killed
○ Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
30
6-46-3P
4-49-10P
8-48-3P
MAIN ST.
Street or Road
Indicate North
N
COURT ST.
Street or Road
1-49-12M
11-47-6P
5-49-7P
10-46-6P
5-49-5P
10-49-1P
11-46-1P
2-47-NA
11-46-9P
11-48-4P
10-48-9A
1-46-2P
3-48 4P
8-47-9A
5-46-1P
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
30
Example:
6-41-5P
Collision – Sideswipe
June, 1941-5-6PM
Property Damage.

Collision Type	1946				1947				1948				1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			1	1						1	2	3		1	4	5
Head-on											1	1			1	1			3	3
Rear-end			1	1																
Sideswipe																			2	2
Turning Movement			1	1			1	1											1	1
Parking			1	1																
Non-collision																				
Fixed Object																				
Pedestrian		2		2		1		1		3		3		1		1		7		7
Backing																				
Misc.																				
TOTAL		2	4	6		1	2	3		3	1	4		2	3	5		8	10	18

Form E-260—2M—11-46

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of BAKER County BAKER
Intersection of MAIN, BRIDGE and DEWEY, AUBURN
Highway Number US30 ORE 7
Period Covered 1-1-46 12-31-49
Compiled by RG. Drawn by DG. Date 6-6-50


LEGEND
Person Killed
Pedestrian Killed
Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
30
MAIN ST.
N
AUBURN AVE.
AUBURN AVE.
DEWEY AVE.
7
BRIDGE ST.
30
12-49-6P
11-46-1P
2-46-2P
1-46-9A
3-47-3P
1-46-6P
8-46-4P
4-48-2P
4-49-1A
3-49-10P
8-47-5P
12-46-12M
8-47-4P
1-48-1P
12-47-11A
2-48-11A
10-48-1P

Collision Type	1946				1947				1948				1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle		1	1	2							1	1						1	2	3
Head-on							1	1											1	1
Rear-end			1	1															1	1
Sideswipe																				
Turning Movement			2	2			3	3			2	2			2	2			9	9
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1						1		1		1		1		3		3
Backing																				
Misc.																				
TOTAL		2	4	6			3	3		1	3	4		1	2	3		4	13	17

Form E-261—2M—11-48

Oregon State Highway Department

Traffic Engineering Division

Accident Analysis

COLLISION DIAGRAM

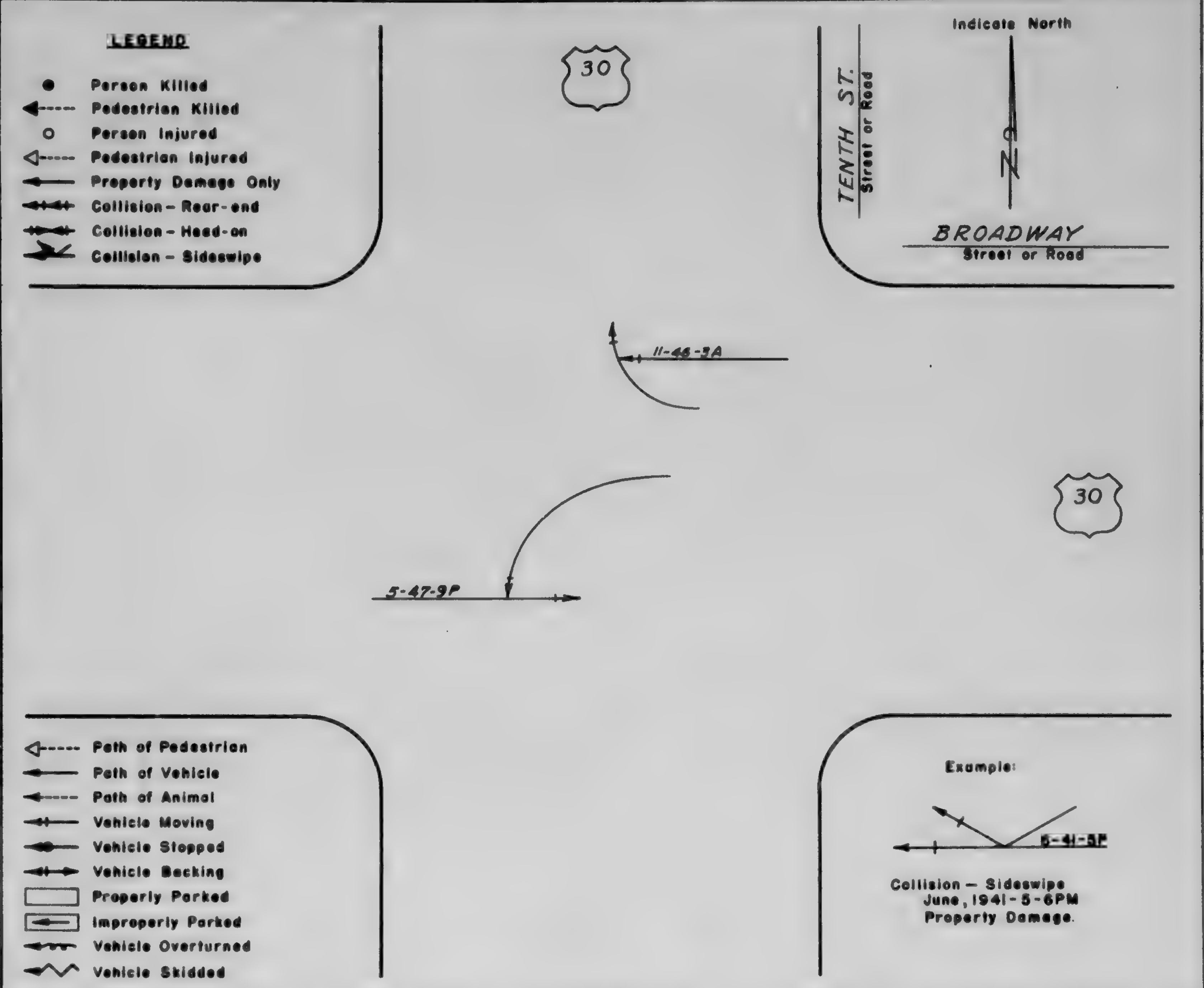
City of BAKER County BAKER

Intersection of BROADWAY and TENTH ST.

Highway Number US30

Period Covered 1-1-46 12-31-49

Compiled by RG Drawn by DG Date 6-6-49

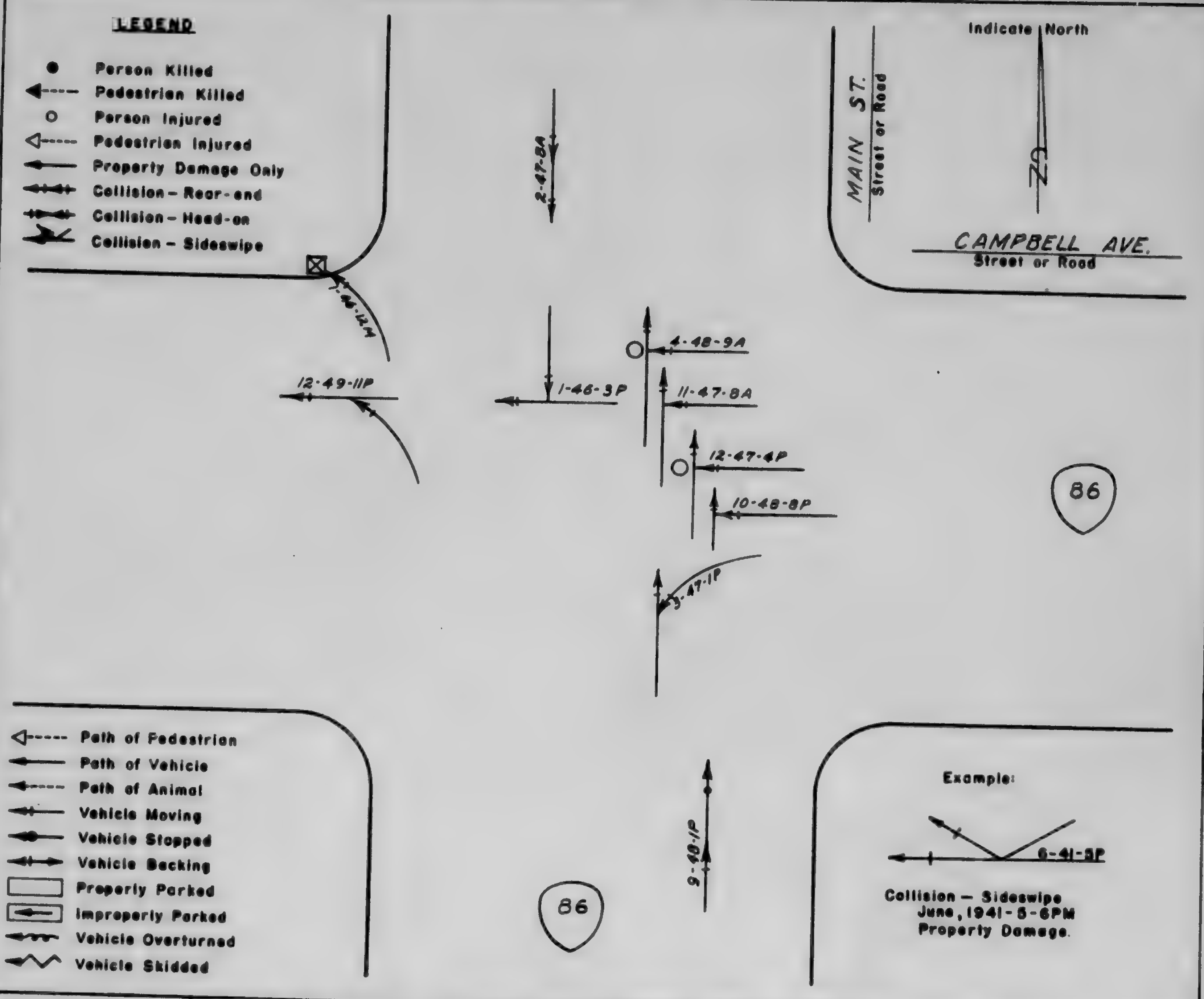

LEGEND
● Person Killed
←---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
← Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
30
TENTH ST.
Street or Road
Indicate North
N
BROADWAY
Street or Road
11-46-3A
5-47-9P
30
◁---- Path of Pedestrian
← Path of Vehicle
←---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-5P
Collision - Sideswipe
June, 1941 - 5-6PM
Property Damage.

Collision Type	1946				1947				1948				1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement			1	1			1	1											2	2
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1			1	1				0				0			2	2

Form E-260 — 2M — 11-46

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of BAKER County BAKER
Intersection of MAIN ST. and CAMPBELL AVE.
Highway Number ORE 86 ORE 86
Period Covered 1-1-46 12-31-49
Compiled by RG Drawn by DG Date 6-6-50


LEGEND
● Person Killed
Pedestrian Killed
○ Person Injured
Pedestrian Injured
Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
Indicate North
N
MAIN ST.
Street or Road
CAMPBELL AVE.
Street or Road
2-47-8A
1-46-12M
12-49-11P
1-46-3P
4-48-9A
11-47-8A
12-47-4P
10-48-8P
3-47-1P
9-48-1P
86
86
Path of Pedestrian
Path of Vehicle
Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
Example:
6-41-5P
Collision — Sideswipe
June, 1941-5-6PM
Property Damage.

Collision Type	1946				1947				1948				1949				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1		1	1	2		1	1	2						2	3	5
Head-on																				
Rear-end							1	1			1	1							2	2
Sideswipe																				
Turning Movement							1	1							1	1			2	2
Parking																				
Non-collision																				
Fixed Object			1	1															1	1
Pedestrian																				
Backing																				
Misc.																				
TOTAL			2	2		1	3	4		1	2	3			1	1		2	8	10

Form E-260 — 2M — 11-45

S-77(3) Pittsburg-Wilson Cr. Sec., 1951
Pittsburg-Scappoose Co. Rd.
#3595

4
2

FAS 609

PITTSBURG-WILSON CREEK SECTION
PITTSBURG-SCAPPOOSE ROAD
Columbia County

8-19-53

Station 681+83 to Station 1001+80 (5.65 Miles)

This county road has shown the affect of heavy loads on unstable crushed rock base in that the following two sections of the O-11 oil mat has failed during the past 6 months.

I Station 681+83 to Station 703+00 (0.42 Miles)

The mat has become badly broken and absorbed into the rock base course throughout this section. The road surface shows signs of definitely cutting and the base course is now deflecting under the heavy logging trucks using the county road.

A recommended corrective measure is placing a three (3) inch compacted layer of clean, crushed rock over the existing roadway, followed by a single layer of three (3) inches of A.C. pavement, 20 feet in width.

Quantities involved in this are as follows:

1.	550 cy. Base course rock (3/4" minus) 3"x22' gross 487.6 cu. yds. at $1.65	$ 804.54
2.	Binder RC-3 ~~Tack~~ coat 8. ~~[illegible]~~ tons 0.35 G/sq. yd. (~~0.1 G/Sq. Yd.~~) 22 wide	106.86
3.	A.C. pavement 430.84 Cu. yds. = 850 861.68 Tons 3"x20' $7.50 Ton or $8.00	5,600.92
		$ 6,512.32

II Station 703+00 to Station 1001+80 (5.23 Miles)

The O-11 oil mat is in much better condition than the previous section, except where surface water has seeped through cracked oil mat. Most of the roadway through the super-elevated sections show severe damage to the oil mat and some cutting of the base course material because of excessive moisture content in the base course. In these areas the moisture caught in the loose rock along the upper edge of the oil mat has seeped down across the roadway under the oil mat and softened the dirty rock base course. The base course has generally stiffened under the warm weather this summer and it appears firm at this time, suitable for further paving.

A recommended corrective measure is resurfacing this section with a three (3) inch layer of A.C. pavement, 20 feet wide except on the super-elevated curves where the outer two (2) feet of shoulder should also be paved.

The surface drainage conditions should be investigated and the county advised as to the best locations of cross culverts to be installed by the county before paving.

Quantities of A.C. pavement and tack coat oil may be accurately estimated, but the number and length of culverts, and perforated drain pipe will have to be determined by further investigation.

1.	Tack coat 25 25.65 tons (0.1 G/Sq. yd.) 20'	$ 1,539.12
2.	A.C. pavement 5,646.66 Cu. yd. = 11,200 11,293.32 tons 3"x 20'	73,406.58
		$74,945.70

Respectfully submitted,

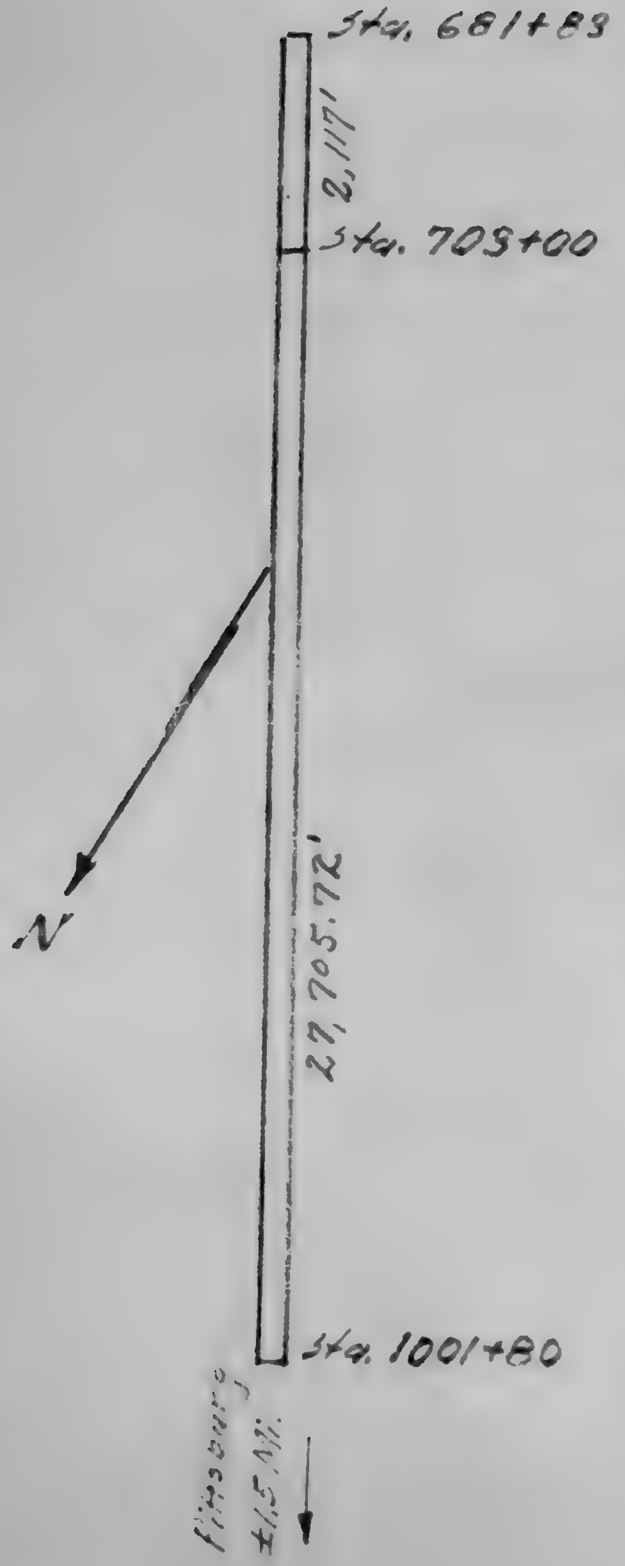
W. C. Hill
Soils Engineer

8/19/53

PITTSBURG-WILSON CREEK SECTION
PITTSBURG-SCAPOOSE ROAD
COLUMBIA COUNTY

PROPOSED IMPROVEMENTS

Aug. 1953


Sta. 681+83
2,117'
Sta. 703+00
N
27,705.72'
Sta. 1001+80
Pittsburg
±1.5 Mi.

Condition	Recommended Improvement
O-11 Oil Mat Badly broken Base rutted	3" Crushed rock base 500 488 C.Y. Binder Tack Coat 7.4 1.78 Ton A.C. Pavement - 20' Wide 862 Ton 800
O-11 Oil Mat broken in spots. Super-elevated Curves show worst failures. Surface water drainage inadequare.	Install Cross Culverts after detailed investigation of Problem. A.C. Pavement - 20' Wide Pave outer 2' shoulders of Superelevated Curves 11,294 Tons 11,200

W. C. Hill
Soils Eng.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 7, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-77(2) 3595	12-final	J. N. Conley	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
24332	R-56961	6,597.88	Jan. 7, 1953

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: to Sep. 15, 1952 without penalty

Completion Date: Sep. 15, 1952

Date Accepted: Oct. 20, 1952

Penalties: None of record

Claims: A claim filed by James N.Champas for labor in sum of $340.04

Remarks: An indemnifying bond furnished by surety in connection with above claim.

Date: 1-7-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

a. a. Wicklander

[illegible] ON CARD
1-8-53

RECEIVED
DEC 29 1952
FOR FILING

S-77(2)

December 24, 1952

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland, Oregon

Dear Mr. Coke:

I received in this morning's mail your letter of December 22, 1952 concerning the claim of your client, James N. Champas, against J. N. Conley, contractor, for the Pittsburg-Wilson Creek Job, State Highway Contract No. 3595. It will be given due consideration when final payment of this project is ready to be released.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

REFERRED TO
BY SECRETARY

F. QUERY

NOTED ON CARD
12-24-52

JOHN S. COKE AND JOHN M. COKE
ATTORNEYS AT LAW
1012-1015 YEON BUILDING
PORTLAND, OREGON
TELEPHONE ATWATER 0838

December 22, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Claim of James H. Champas
State Highway Contract
No. 3595
J. H. Conley, Contractor

Dear Sir:

My client, James H. Champas, has referred to me for attention your letter of December 17, 1952 in which you request information from him as to whether or not the claim which he filed has been paid. Please be advised that Mr. Champas' claim in the amount of $340.04 for labor and materials furnished by him on the Pittsburg-Wilson Creek Job has not been paid and that in accordance with the statute, we request that the final payment to the contractor be withheld until settlement is made.

Very truly yours,

John M. Coke

JMC:vm
cc: James H. Champas

NOTED ON CARD
12-22-52

RECEIVED
FOR FILING

S-[illegible]

December 23, 1952

Dooly & Co.
Board of Trade Building
Portland, Oregon

Attention: Mr. E. S. Thomas

Gentlemen:

I have just received your letter of December 19, 1952 with reference to the payment of the final estimate due J. N. Conley in connection with State Highway Contract No. 3595, also acknowledging the special bond guaranteeing payment of the claim of James N. Champas in the amount of $340.04.

In view of the explanation given in your letter concerning Mr. Champas's claim, and in view further of the bond that you have furnished, I will authorize our Accounting Division to release to Mr. Conley the final warrant in connection with this job immediately upon receipt of the same from the Office of the Secretary of State provided, of course, nothing arises in the meantime to interfere.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: C. Maison
F. Query

Mr. Query:

The bond referred to is attached hereto which should be noted on Mrs. Lewis's card and filed in the contract.

HBG

NOTED ON CARD

12-23-52

PARTNERS
R. M. DOOLY
CLAUDE LILLY
FERRY SMITH
E. S. THOMAS
H. S. GRANNATT
R. W. RIMBACH
F. WARREN MUNRO
J. W. BAYLESS

DOOLY & CO.
ESTABLISHED 1894
INSURANCE
BOARD OF TRADE BUILDING
PORTLAND, OREGON
ATWATER 8311

December 19,1952

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen: Re: J. N. Conley

This is to acknowledge receipt of your letter of December 17th regarding final payment to be made to Mr. Conley on or after December 27th under State Highway Contract No. 3595 providing outstanding claim of James N. Champas for labor performed in the amount of $340.04 has been satisfied and your office advised.

This will confirm our subsequent telephone conversation regarding this matter.

As advised, there is a serious dispute between the parties as to this being a valid claim. It being contended by Mr. Conley that this subcontractor has already been over-paid by him for the work performed and, furthermore, that the improper performance of the work Mr. Champas was supposed to accomplish caused Mr. Conley several hundred dollars in excess of the amount claimed. We, therefore, submit for your approval and acceptance a separate bond for double the amount of the claim (which is customary in cases of this kind) agreeing specifically to indemnify the State Highway Commission for any loss they may sustain by reason of their releasing the final payment to Mr. Conley prior to the final adjudication of this claim.

We hope you will find this in order and it will enable you to release final payment to our client Mr. Conley.

Your acknowledgment will be appreciated.

Very truly yours,

DOOLY & CO.

By
E. S. Thomas

EST/bvs
enc.

APPROVED AS TO FORM
AND LEGALITY
C W Enfield
Chief Counsel

[illegible] ON CARD

RECEIVED
FOR FILING

December 17, 1952

Mr. James N. Champas
2206 N. E. 10th Avenue
Portland, Oregon

Dear Sir:

Our records disclose a claim filed by you against J. N. Conley in connection with State Highway Contract No. 3595, covering the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road in Columbia County, for labor furnished in the sum of $340.04.

Will you please advise this office immediately whether or not this claim has been satisfied so that final payment to the contractor can be expedited.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

[illegible]
12 - [illegible]

RECEIVED
FOR FILING

[illegible]

[illegible]

December 17, 1952

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3595 for work performed on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road in Columbia County was completed by the contractor, J. N. Conley, on September 15 and was formally accepted by the Highway Commission on October 20, 1952.

Final payment in the amount of $6,597.88 will be released to the contractor on or after December 27, 1952, providing outstanding claim has been satisfied and this office advised. The total contract amount is $184,715.68, of which amount $2,535.38 represents force account items.

There is a claim filed against this project by James N. Champas for labor performed in the amount of $340.04, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

[illegible]

[illegible]

RECEIVED
DEC [illegible] 1952
FOR FILING

Mr. Lewis

R.

S-49(1)

3595

December 10, 1952

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of December 9 to which was attached three copies of a claim filed with your office by James N. Champas in the sum of $340.04 against J. N. Conley on State Highway Contract No. 3595, your file No. 3369.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

NOTED ON CARD
12-12-52

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 9, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from John M. Coke, attorney, Portland, and filed as of this date a notice of claim by James N. Champas, for labor performed in the sum of $340.04, against the bond taken from J. N. Conley, Principal, on Oregon State Highway Contract No. 3595 known as the Pittsburg-Wilson Creek Job, our file No. 3369.

We are enclosing three copies of the claim for your information and filed.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
SECRETARY OF STATE

By

Clerk
Records Division

NF:M
Enc.

RECEIVED

RECEIVED
DEC 1_ 1952
FOR FILING

[illegible]

3595

December 10, 1952

Peerless Casualty Company
Rathbone, King and Seeley
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by James N. Champas against J. N. Conley on State Highway Contract No. 3595 for work on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road. This claim is for $340.04 for labor performed.

We provide this information as the Peerless Casualty Company appears as surety on the performance bond furnished with Contract No. 3595.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:md
Attach.

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Dooly and Company
Board of Trade Building
Portland 4, Oregon

Mr. J. N. Conley
4332 N. E. Roy Court
Portland 13, Oregon

[illegible]

Secretary of State
State of Oregon
Salem, Oregon

"To the Oregon State Highway Commission:

"Notice hereby is given that the undersigned, James N. Champas, has a claim for labor furnished in connection with the digging, loading, and back filling of a coyote hole in the sum of Three Hundred Forty and 04/100 ($340.04) Dollars against the bond taken from J. N. Conley, general contractor, 4232 Northeast Royal Court, Portland 13, Oregon and his surety upon such bond on Oregon State Highway Contract No. 3595 known as the Pittsburg-Wilson Creek Job.

Dated at Portland, Oregon this 4th day of December, 195[illegible].

JAMES N. CHAMPAS
2306 N. E. 10th Avenue
Portland, Oregon

ENDORSED
File No. 3369
Filed December 9, 19[illegible]
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING
2-197(1)
3595

November 7, 1952

Peerless Casualty Company
Rathbone, King & Seeley
310 S. W. Fourth St.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. N. Conley on contract No. 3595, covering the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road in Columbia County.

This payment, in the amount of $2,005.00, will be released to the contractor on or after November 17, 1952. The retained percentage is $5,508.80.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

[illegible] ON CARD
11-7-52 g

Form E-1

5-11

R

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 1, 19 52

Section Pittsburg - Wilson Creek

Kind of work Bridges, Grading, & Oil Mat Surf.

Highway Pittsburg - Scappoose County Road

Section prefix 205-1021

Contractor J. N. Conley

Contract number 3595

Date of contract November 8, 19 52

Date of completion August 31, 19 52

Date work started November 20, 19 51

Estimated date of completion September 15, 19 52

Amount of contract $179,643.60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 180,176.82

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 8,900, 62 %

Date project was completed September 15, 19 52

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Submitted semi-final estimate to division office on Thursday, October 30, 1952.

NOTED
H. G. SMITH

RECEIVED
NOV - 5 1952
OFFICE OF
CONSTRUCTION ENGINEER

Signed James Don
James Don, Res. Engr.

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.44	5.62		5.62	
Miles partially completed					
Miles completed	0.44	5.62		5.62	
Total estimated quantities	18,900 C.Y.	31,000 C.Y.		392 Tons	
Estimated quantities moved or placed to date	19,107 C.Y.	31,068 C.Y.		392 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County; ....%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING

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S-77([illegible])

3595

October 28, 1952

Peerless Casualty Company
310 S. W. Fourth Avenue
Portland 4, Oregon

Attention: Mr. Elwyn A. Wride

Gentlemen:

We have your two letters of October 17 concerning retained percentage amounts held by the State Highway Department on Contract No. 3595 and Contract No. 3558, both of which were awarded to J. N. Conley.

Our records show that as of December 31, a retainage in the amount of $14,007.55 was being withheld on Contract 3558 and a retainage in the amount of $552.50 was being withheld on Contract No. 3595. These amounts are the same as those shown in your letters.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

PEERLESS
Casualty Company
An Old New England Company
INCORPORATED 1901
HOME OFFICE
KEENE, NEW HAMPSHIRE
CABLE ADDRESS — PEERLESCAS NEW YORK

Portland, Oregon
October 17, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Re:
J. N. Conley
4332 N. E. Royal Court
Portland, 13, Oregon

Gentlemen:

In connection with application to us for a line of surety credit, the captioned has furnished us with financial statement dated December 31, 1951. There is included among the assets, accounts receivable from you as listed below and we shall greatly appreciate your verification for the benefit of our records.

This information will be treated confidentially and accepted without responsibility to you. We will gladly reciprocate this business courtesy should the occasion arise.

A stamped envelope is enclosed for your convenience.

Amount retained	When Due	Remarks
$552.50 ok		Pittsburg-Scappose County Road, Columbia County, Ore. Contract No. 3595

Yours very truly,

PEERLESS CASUALTY COMPANY

By Elwyn A. Wride
Elwyn A. Wride

EAW:ft
encl.

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OCT 20 1952
OREGON
STATE HIGHWAY COMMISSION

PSQ 98

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OCT 20 1952
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[illegible]

October 17, 1952

County Court of Columbia County
Courthouse
St. Helens, Oregon

Gentlemen:

Thank you for your nice letter of October 15, 1952 in which you express satisfaction for the improvement recently completed on the Pittsburg-Wilson Creek Section of the Scappoose-Vernonia County Road, Federal Aid Secondary Highway No. 609. I shall be pleased to bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jme

cc: Commissioners
R. H. Baldock

CLYDE HENDERSON, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT
J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

October 15, 1952.

The Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

On September 23rd, in company with your engineer, Mr. James Don, the County Court made an inspection of the completed contract on the Pittsburg-Wilson Creek Section of the Scappoose-Vernonia County Road, being Federal Aid Secondary Highway #609, project #S-77(3).

This inspection pointed out some minor deficiencies, which your Mr. Don stated would be corrected by the state patching crew. Subsequently such corrections were made.

May we take this opportunity to express our satisfaction with this completed project, as it has been the hope of this Court over a period of some six years, to have a better outlet from the Nehalem Valley, connecting with the Columbia River Highway at the town of Scappoose.

We have received expressions of appreciation from the Nehalem Valley since completion of the road.

Yours truly,

COUNTY COURT OF COLUMBIA COUNTY, OREGON

By____________________County Judge

By____________________Commissioner

By____________________Commissioner

[illegible]
H. B. GLAISYER

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OREGON
STATE HIGHWAY COMMISSION

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OCT 21 1952
FOR FILING

[illegible]

[illegible]

3749

October 14, 1952

Mr. and Mrs. Fred Johnson
Vernonia, Oregon

Dear Mr. and Mrs. Johnson:

This will acknowledge your letter of October 6, concerning the construction of the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road, recently constructed under J. N. Conley's contract. We appreciate your interest in the project, and believe that a brief description of the work done might be of interest to you.

In the construction of this 5.6-mile section of road, two wooden bridges were replaced with concrete structures. This bridge work was all that Snook Brothers performed. Approximately one-half mile of new roadbed was graded, some 31,000 cubic yards of crushed rock surfacing was placed, and a heavy oil mat wearing surface was placed on the entire section. The construction of the entire project was under constant engineering supervision, and work was done in accordance with the plans and specifications. The bridge construction and the surfacing were delayed somewhat in completion, so it was the end of August before work was started on the oiling.

In the placing of the 2½"-0" crushed rock surfacing, it was necessary to use water and rollers to thoroughly process and compact this base material. Normally we give this base a reasonable time to thoroughly season out and the excess water to evaporate before placing our oil mat. Oiling was completed early in September; however, between the time the surfacing was completed and the oiling was started, we had rather heavy rains through this section, which probably accounts for a little minor cracking that occurred in the oil surface after completion. These spots were carefully checked and repaired, so that winter rains would not enter the surface and damage it.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me
cc Mr. H. G. Smith
Mr. A. G. Skelton

ASSIGNMENT

October 8, 1952

No. 3749
By

Description: **Letter of October 6 by Mr. and Mrs. Fred Johnson complaining about new construction just completed by Snook Bros. between Scappoose and Vernonia**

Acknowledged by _____ Referred to __Smith ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 10-13-52 Report received ________

Remarks:

Vernonia Oregon
Oct 6. 1952.

State Highway Dept
Salem, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sirs:-

Snook Bros have just completed a few miles of hi way between here and Scappoose — and what a Snook of a road it is — really why dot we heavily burdened tax payers have to pay for road made of gravel, sand & water — which now is full of patches and what patches they are — Did you have a road supervisor on the job at any time?

If not send one out to look the road over -

Sincerely
Mr & Mrs Fred Johnson

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. C. WILLIAMS

CABLE ADDRESS: RATHKINGSEE
CODES: BENTLEYS, NEW ADDITION
SCOTTS, TENTH ADDITION

Rathbone, King & Seeley
INSURANCE UNDERWRITERS

114 SANSOME STREET · SAN FRANCISCO 4 · GARFIELD 1-3900
111 WEST SEVENTH STREET · LOS ANGELES 14 · VANDIKE 3121
310 S.W. FOURTH STREET · PORTLAND 4 · BROADWAY 1414

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FOR FILING

PORTLAND 4 Oregon
October 8, 1952

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Bond No. 120434 - J. N. Conley
To: State of Oregon
Pittsburg - Wilson Creek Section of the
Pittsburg - Scappose County Road-Columbia County
Contract No. 3595

Gentlemen:

This will acknowledge your letter of October 6th advising that you are releasing a portion of the funds heretofore retained by you on the above contract.

It is observed that payment, in the amount of $16,046.23 reduces the retained percentage to three percent of the total amount earned by the contractor, or the sum of $5,446.79 and that the State is not advised of any unpaid claims for labor or materials, or the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied.

Very truly yours,

RATHBONE, KING & SEELEY

By Elwyn A. Wride
Elwyn A. Wride

EAW:ft

cc: Peerless Cas. Co.

cc: San Francisco

RECEIVED
OCT 9 1952
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
10-9-52, g

AMERICAN CASUALTY COMPANY · AMERICAN AVIATION & GENERAL INSURANCE CO.
AMERICAN UNION INSURANCE COMPANY · CENTURY INSURANCE COMPANY LIMITED
MERCHANTS INDEMNITY CORP. · MERCHANTS FIRE ASSURANCE CORP. · PEERLESS CASUALTY COMPANY
THE PACIFIC COAST FIRE INSURANCE COMPANY · CORRESPONDENTS LLOYDS OF LONDON

RECEIVED
OCT 9 - 1952
FOR FILING

October 8, 1952

Mr. J. W. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on September 22, 1952, had under discussion your request for an extension of time of 15 days, from August 31 to September 15, 1952, within which to complete your contract No. 3595 for grading, surfacing and bridges on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road in Columbia County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

James Don,
Resident Engineer

H. G. Smith,
Construction Engineer

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OCT 7 - 1952
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October 6, 1952

Peerless Casualty Company
Rathbone, King & Seeley, Agents
310 S. W. Fourth Street
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to J. K. Conley a portion of the funds heretofore retained by the Commission on Contract No. 3595 covering the construction of bridges and grading and surfacing on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road in Columbia County.

This payment, in the amount of $16,046.23, reduces the retained percentage to three per cent of the total amount earned by the contractor, or the sum of $5,446.79. The present payment will be released to the contractor on or after October 16th.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - Peerless Casualty Company
19 Federal Street
Keene, New Hampshire

Dooly & Company
Board of Trade Building
Portland 4, Oregon

noted on card
10-6-52. m.d.

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SEP 18 1952
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September 18, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 15, 1952 on Contract No. 3595, Pittsburg-Wilson Creek Section, in connection with Federal Aid Project No. S-77 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc: John Cattrall

DBP/sjc

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FOR FILING

September 17, 1952

Request for extension of time
No. 22
September 22 and 23 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. H. Conley for an extension of time on Contract No. 3595, Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road, from August 31, 1952 to September 15, 1952.

Due to modification of a bridge design to fit unexpected foundation conditions, the contractor was held up on his grading operations.

The overrun in time has not increased the cost of construction or engineering, and I therefore recommend that the extension be granted without penalty. Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

RECEIVED

FOR FILING

September 10, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 3595, Pittsburg - Wilson Creek Section on the Pittsburg-Scappoose County Road, Ore. S-77 (3), from August 31st, 1952 to September 15th, 1952, to J. N. Conley Contractor.

Due to modification of a bridge design to fit foundation conditions encountered, the contractor was delayed to a certain extent in his grading operations.

The short overrun has not increased the cost of construction or engineering to the State, and I would therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

EAP:sh

cc H. G. Smith

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FORM E-30X 28M 11-50 44702

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1952

SUBJECT:

To:
Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between J. N. Conley and Rex C. Ayers, covering Items 1, 2, 3 and 4, on Contract No. 3595, Pittsburg-Wilson Creek Section, Ore. S-77 (3), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

Form PR 2 (Revised 1946)

482

State Oregon

Project No. S-77(3)

Federal Aid Secondary

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of March, 1952, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 23rd day of August, 1951, a program, which was approved on the 7th day of September, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of October, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred eleven thousand and 00/100 dollars ($111,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 681+83 in the NW 1/4, Section 16, T. 4 N., R. 3 W., W.M., and survey station 1001+80 in the SW 1/4, Section 25, T. 5 N., R. 4 W., W.M., without exception,

, length 5.648 miles, in Columbia County, being Oregon Federal Aid / Secondary project No. S-77(3), consisting of 5.617 miles of roadway and two bridges, each of more than 20 feet clear span, 0.031 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred eleven thousand and 00/100 dollars ($111,000.00), which does not exceed the authorized Federal pro rata share of one hundred ninety-seven thousand, six hundred seven and 96/100 dollars ($197,607.96), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available) Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M A McIver
Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

MAR 27 1952

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January 25, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Pittsburg-Wilson Creek Section, Project No. S-77 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gm

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77 (3)

PITTSBURG-WILSON CREEK SECTION OF THE PITTSBURG-SCAPPOOSE ROAD IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 11, 1952

Type Code 5231
Roadway (Sta. 681+83 to 1001+80)

All Required		Clearing and Grubbing		$ 8,500.00
350	cu. yds.	Structural Excavation, Unclassified	$ 4.20	1,470.00
18,000	cu. yds.	General Excavation, Unclassified	0.60	10,800.00
440	lin. ft.	18-inch Concrete Pipe	4.20	1,848.00
46	cu. yds.	Class "A" Concrete in Box Culvert	60.00	2,760.00
6,500	lbs.	Metal Reinforcement in Box Culvert	0.11	715.00
28,000	cu. yds.	2½" - 0 Material in Base	2.50	70,000.00
3,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.90	9,860.00
840	M-gal.	Sprinkling	2.50	2,100.00
5.62	miles	Preparation of Base	130.00	730.60
650	cu. yds.	Furnishing and Placing 3/4" - 0 Materials in Binder Course	4.00	2,600.00
3,100	cu. yds.	Furnishing and Placing Aggregates	4.00	12,400.00
100	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	39.00	3,900.00
240	tons	Furnishing and Placing 150-200 Asphalt	36.00	8,640.00
70	tons	Furnishing and Placing RS-1 Emulsified Asphalt	40.00	2,800.00
			Subtotal	$139,123.60
			10% Engr. & Cont.	13,912.36
			Total	$153,035.96

Type Code X021
Bridge (Sta. 814+55 to 815+45)

160	cu. yds.	Excavation for Structure	$ 6.00	$ 960.00
5	cu. yds.	Excavation Below Elevations Shown	15.00	75.00
155	cu. yds.	Class "A" Concrete	60.00	9,300.00
38,000	lbs.	Metal Reinforcement	0.11	4,180.00
All Required		Removal of Old Bridge and Provision for Traffic		7,350.00
				$ 21,865.00

Type Code X021
Bridge (Sta. 975+00 to 975+75)

660	lin. ft.	Furnish Treated Piling	$ 2.00	$ 1,320.00
20	only	Drive Piles	50.00	1,000.00
100	cu. yds.	Class "A" Concrete	60.00	6,000.00
0.25	M-FBM	Treated Lumber in Place	500.00	125.00
26,000	lbs.	Metal Reinforcement	0.11	2,860.00
All Required		Removal of Old Bridge and Provision for Traffic		7,350.00
				$18,655.00

Subtotal	$40,520.00
10% Engr. & Cont.	4,052.00
Total	$44,572.00

Length of Roadway	5.617 miles
Length of Bridges	.031 mile
Total Length	5.648 miles
Cost per mile, Roadway	$27,245.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$153,035.96	$ 85,963.00	$67,072.96
Bridge	44,572.00	25,037.00	19,535.00
	$197,607.96	$111,000.00	$86,607.96

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. S-77 (3)

PITTSBURG-[illegible] CREEK SECTION OF THE

PITTSBURG-[illegible] ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 23, 1951

Type Code 5231
Roadway (Sta. 681+83 to 1001+30)

All Required		Clearing and Grubbing		$ 2,000.00
350	cu. yds.	Structural Excavation, Unclassified	$ 3.50	1,225.00
18,000	cu. yds.	General Excavation, Unclassified	0.65	11,700.00
440	lin. ft.	18-inch Concrete Pipe	3.50	1,540.00
46	cu. yds.	Class "A" Concrete in Box Culvert	65.00	2,990.00
6,500	lbs.	Metal Reinforcement in Box Culvert	0.14	910.00
28,000	cu. yds.	2½" - 0 Material in Base	2.25	63,000.00
3,400	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	8,500.00
840	M-gals.	Sprinkling	3.00	2,520.00
5.62	miles	Preparation of Base	200.00	1,124.00
650	cu. yds.	Furnishing & Placing 3/4" - 0 Materials in Binder Course	3.75	2,437.50
3,100	cu. yds.	Furnishing & Placing Aggregates	3.75	11,625.00
100	tons	Furnishing & Placing RC-3 Asphalt in Binder Course	40.00	4,000.00
240	tons	Furnishing & Placing 150-200 Asphalt	38.00	9,120.00
70	tons	Furnishing & Placing MS-1 Emulsified Asphalt	45.00	3,150.00
			Subtotal	$125,841.50
			10% Engr. & Cont.	12,584.15
			Total	$138,425.65

Type Code X021
Bridge (Sta. 814+55 to 815+45)

160	cu. yds.	Excavation for Structure	$ 7.50	$ 1,200.00
5	cu. yds.	Excavation Below Elevation Shown	10.00	50.00
155	cu. yds.	Class "A" Concrete	65.00	10,075.00
38,000	lbs.	Metal Reinforcement	0.125	4,750.00
All Required		Removal of Old Bridge and Provision for Traffic		8,000.00
				$ 24,075.00

Type Code X-21
Bridge (Sta. 975+00 to 975+75)

660	lin. ft.	Furnishing Treated Piling	$ 1.50	$ 990.00
20	only	Drive Piles	75.00	1,500.00
100	cu. yds.	Class "A" Concrete	65.00	6,500.00
0.25	M-FBM	Treated Lumber in Place	300.00	75.00
26,000	lbs.	Metal Reinforcement	0.125	3,250.00
All Required		Removal of Old Bridge and Provision for Traffic		7,000.00
				$ 19,315.00

Subtotal	$ 43,390.00
10% Engr. & Cont.	4,339.00
Total	$ 47,729.00

Length of Roadway	5.617 miles
Length of Bridges	.031 mile
Total Length	5.648 miles
Cost per mile, Roadway	$24,644.05

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$138,425.65	$ 82,540.00	$55,885.65
Bridge	47,729.00	28,460.00	19,269.00
	$186,154.65	$111,000.00	$75,154.65

PITTSBURG-WILSON CREEK SECTION

PROJECT NO. S-77 (3)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 23, 1951

PITTSBURG-WILSON CREEK SECTION

PROJECT NO. S-77 (3)

Specifications for this project have been determined by the State Highway Commission and appropiate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 23, 1951

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FOR FILING

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5 [illegible]

December 18, 1951

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3595, which was awarded to you on November 8, 1951 by the State Highway Commission, covering bridges, grading and surfacing on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road, Columbia County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/18 [illegible]

NOTED
J. W. CATTRALL

December 13, 1951

Honorable J. W. Hunt
Columbia County Judge
St. Helens, Oregon

Dear Judge:

This is to acknowledge receipt of the temporary easement granted by Crown Zellerbach Corporation. I wish to thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:MM

DONALD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT

J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

December 12, 1951.

Mr. John W. Cattrall,
Engineer, County and City Relations,
c/o State Highway Department,
Salem, Oregon.

Dear Mr. Cattrall:

Herewith easement by Crown Zellerbach Corporation effecting detour on bridges under construction, Scappoose-Vernonia Road.

This is the additional easement that goes with that received from Mr. Frank Floeter.

Yours truly,

J. W. HUNT
County Judge

JWH:n

RECEIVED
DEC 13 1951
ENGINEER
COUNTY AND CITY RELATIONS

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OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 7, 1951

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

This is to advise that the Subcontract between J. N. Conley and Snook Brothers, covering items 2, 5, 6, and 16 to 26 inclusive, on Contract No. 3595, Pittsburg-Scappoose County Road, Project Ore. S 77 (3), is approved, and you may so advise the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

3042

November 29, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 19th, requesting subcontracts on Oregon Project S-77 (3), Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road.

J. N. Conley, contractor, is subcontracting items 6, and 16 to 26, inclusive, to Snook Brothers, subcontractors. The subcontract is now being prepared, but has not yet reached this office.

Conley has tentatively arranged to subcontract items 11 to 15 inclusive, to Harr and Horton, but this subcontract has not yet been made out, or submitted. Upon receipt of such agreement, you will be advised.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

EAP:sh

cc H. G. Smith

November 20, 1951 **ASSIGNMENT** No. 3042

By

scription: Mr. Polk's letter of November 19 regarding names of subcontractors on Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose Road, Project S-77 (3)

Acknowledged by _ _ _ _ _ Referred to _ _ Smith _ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

Assignment executed 11-29-51 Report received _ _ _ _ _ _ _ _

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 19, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Sir:

It is our understanding that part of the work proposed under the contract for Oregon Project S-77(3), Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose Road, is to be sublet.

Please advise us as to the names of the subcontractors and the items involved.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
NOV 20 1951
OREGON
STATE HIGHWAY COMMISSION

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NOV 1951
FOR FILING

November 23, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 20, 1951 on Contract No. 3595. Pittsburg-Wilson Creek Section, in connection with Federal Aid Project No. S-77 (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:cw

NOTED
J. W. CATTRALL

November 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. F. HAGEMAN

Dear Sir:

Enclosed are four copies each of a maintenance agreement and encroachment resolution covering the Pittsburg-Wilson Creek Section, Oregon Project S-77(3), on FAS Highway 609 in Columbia County. All copies have been executed by the proper county and state officials.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
Harold C. Ayers

RECEIVED
NOV 20 1951
FOR FILING

Transit 131

November 19, 1951

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Columbia a fully executed maintenance agreement between the State Highway Commission and Columbia County covering the Pittsburg-Wilson Creek section, Oregon Project S-77(3), on FAS Highway 609 in Columbia County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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NOV 15 1951
FOR FILING

[illegible]

2575

November 13, 1951

Mr. J. N. Conley
4332 N. E. Royal Court
Portland 13, Oregon

Dear Mr. Conley:

The State Highway Commission on November 8, 1951 awarded you Contract No. 3595 for the Pittsburg-Wilson Creek Section of the Pittsburg-Scappose County Road in Columbia County. This award was based on your low bid of $179,643.60 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc: H. G. Smith
S. H. Probert
State Industrial Accident Comm.

RECEIVED
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-77(3), Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose Road, to J. N. Conley of Portland, Oregon, low bidder in the amount of $179,643.60 at the November 8, 1951 bid opening.

Very truly yours,

C. G. POLK
Acting District Engineer

13

Salem, Oregon
November 2, 1951

Mr. Forrest Cooper
Right of Way Engineer

NOTED
J. W. CATTRALL

Attached please find a photostatic copy of a quitclaim deed from Crown Zellerbach Corporation and an original right of way easement from Frank E. Floeter and wife both relating to the Pittsburg-Wilson Creek section of the Pittsburg-Scappoose County Road, FA Project S-77(3).

The right of way easement in connection with the other bridge - the one to the east and near the center of this project - will be forthcoming from Crown Zellerbach Corporation at a later date since it may be necessary to go to San Francisco for signature. Upon its receipt it will be forwarded to your office.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Office Engineer

RHP:MM
Att.

November 2, 1951

Honorable J. W. Hunt
Columbia County Judge
St. Helens, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of the following documents relating to the Pittsburg-Wilson Creek section, Oregon Project No. S-77(3), on FAS Highway No. 609 in Columbia County:

1. Six signed copies of an encroachment resolution.
2. Seven signed copies of a maintenance agreement.
3. One signed copy of a letter of approval by the County Court.
4. One photostatic copy of a quitclaim deed from Crown-Zellerbach Corporation.
5. Original right-of-way easement from Frank E. Floeter and wife.

Your cooperation in this matter is greatly appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

RHP:MM

LD PARCHER, COMMISSIONER
RAINIER

CLYDE HENDERSON, COMMISSIONER
VERNONIA

COLUMBIA COUNTY COURT
J. W. HUNT, COUNTY JUDGE

ST. HELENS, OREGON

November 1, 1951.

RECEIVED
1951
ENGINEER

Mr. John W. Cattrall,
Engineer, County and City Relations,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Cattrall:

Herewith the following documents relating to Pittsburg-Wilson Creek section of the Pittsburg-Scappoose County Road, being Federal Aid Project #S-77(3):

First:	6 signed copies of encroachment resolution.
Second:	7 signed copies of maintenance agreement.
Third:	1 signed copy of letter of approval by Court.
Fourth:	Photostatic copy of quitclaim deed from Crown Zellerbach Corporation to Columbia County, covering right of way for road allignment change.
Fifth:	Original right of way easement from Frank E. Floeter and wife to Columbia County for land in Sections 35 and 36, Township 5, North of Range 4, West of the "illamette Meridian, between your stations 972 and 978

The right of way easement in connection with the other bridge, being the one to the East and near the center of this project is coming from the Crown Zellerbach Corporation, and I have no definite information as to the time of its receipt, as it may be necessary to go to San Francisco for signature. Upon its return will be forwarded to your office.

Yours truly,

J W Hunt

JWH:n

J. W. HUNT
County Judge

RECEIVED
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FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 26th, 1951

SUBJECT: Wooden Culverts on Pittsburg-Wilson Creek Section

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to our conversation of October 25th regarding the wooden culverts on the Pittsburg-Wilson Creek section of the Pittsburg-Scappoose County Road in Columbia County. I have checked the status of these culverts with County Judge Hunt of Columbia County, who advises me that they were built some 12 to 13 years ago by W.P.A. forces in connection with grading and surfacing work on this section. The culverts are cedar, and, in general, Judge Hunt advises that they were supposed to have been built large enough so that if replacement were necessary, pipe culvert could be threaded through the existing box. Judge Hunt also stated that the county realized that future maintenance on these culverts will be the county's responsibility.

In the Spitzenberg-Wilson Creek section recently constructed, we had a problem of cedar culverts, and in that case we replaced all those that showed serious decay and the smaller shallow culverts, but did not replace the larger culverts that were in good condition. In this project, funds were somewhat limited, so I believe the county replaced the defective culverts before the contract was let. In the Pittsburg-Wilson Creek project we are calling for the replacement of the small wooden culverts, and are also replacing any of these wooden culverts that are not in good condition.

Mr. James Don is bringing this letter to Salem to discuss these culverts with your staff, and as I suggested yesterday, if it is deemed necessary to replace most of these culverts, I would suggest that the funds be set up in the authorization to take care of this work.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
James Don

October 25, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In replying to your letter of October 24 relative to wooden box culverts on the Pittsburg-Scappoose Road, Project No. S-77 (3), I give you the following facts:

On this section there are numerous wooden box culverts which were constructed about 12 years ago by WPA forces in connection with the grading and rock surfacing of this county road. The culverts were constructed of cedar, and the larger culverts were constructed sufficiently large so as to permit the threading of pipe culverts through the boxes when they had decayed to the extent that replacement would be necessary.

In the existing project it is planned to replace all but one of the 12"x12" wooden boxes. The one not replaced is in suitable condition for some years' service. The larger boxes, which range up to double 6'x5' in size, do not show serious decay, and the County Judge of Columbia County advised that the County fully realizes that future replacement of these culverts when necessary will be the County's responsibility.

We believe that the existing plan of replacing the decayed culverts should be approved on the basis that other culverts will be replaced as it becomes necessary. Your approval of the plans is respectfully requested.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. A. G. Skelton

Williams – This is for your information in deciding on a reply to Polk's letter of October 24.

Plans call for replacement of all but 1 of 7 or 8 12" x 12" wood boxes. All larger boxes are planned to be left in place. The largest box is a double 6' x 5'.

VED
FOR FILING
OREGON DISTRICT

Baldock
Fed Aid
Prog & Bdg

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A review of the plans for the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose Road, Project S-77(3), indicates the use in places of numerous wooden box culverts.

Are these of treated timber? If not, the plans should be revised to provide for their replacement with standard metal or concrete pipe.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-77(3)

3575

October 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-77(3), Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please forward the usual copies of maintenance and encroachment resolutions prior to submission of the project agreement estimate.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

October 22, 1951

Honorable J. W. Hunt
Columbia County Judge
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are seven copies each of a standard form of maintenance agreement and encroachment resolution to be executed by the Columbia County Court in connection with the proposed Pittsburg-Wilson Creek Section, Oregon Project S-77(3), of the Pittsburg-Scappoose County Road, FAS Highway 609. Also enclosed are two copies of a letter to be used by the Court in expressing its approval of the project as planned for construction.

All of these enclosures are a requirement of the Federal Bureau of Public Roads and I believe you are familiar with them from past projects. As we intend to advertise this job for bids on Wednesday, October 24, your immediate attention to this matter will be appreciated. If at all possible, we would like to have the signed documents in our hands not later than October 26.

Please return six signed copies of the encroachment resolution, all seven signed copies of the maintenance agreement, and one signed copy of the letter of approval to this office. After signature by the Highway Commission, a fully executed copy of the maintenance agreement will be returned for the County's records. As soon as available a set of plans and specifications will be forwarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-123 25M 10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 22, 1951

RECEIVED
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ENGINEER
COUNTY & CITY RELATIONS

Columbia County Court

St. Helens, Oregon

Gentlemen:

The Highway Commission plans to call for bids on the Pittsburg-Wilson Creek Section of the Pittsburg-Scappoose County Road, Federal Aid Secondary Highway No. 609, at its November meeting. The construction of this section will be Federal Aid Project No. S-77(3).

The project will consist of grading, placing base rock and and O-11 type oil mat 18' wide by 1-1/4" thick, and construction of two bridges on a 5.65 mile section connecting the existing oiled sections of road. Where the existing road is to be used a maximum base rock compacted thickness of 13" including the existing surfacing will be used. Where the road will be constructed on a new line the base will have a compacted thickness of 19". Two foot rock shoulders will be placed on each side throughout the project. The bridges are to be constructed over the East Fork of the Nehalem River. One bridge will consist of one 27', one 36', and one 27' reinforced concrete deck girder span with a 26' roadway and no sidewalks. The other bridge will consist of three 25' precast concrete beam spans on treated timber piling with a 26' roadway and no sidewalks.

New regulations pertaining to the Federal Aid Secondary Highway funds require that the County Courts concur with the State Highway Commission on Federal Aid Secondary projects. It will be appreciated if the Court will indicate its approval of the above project on the bottom of the extra copy of this letter and return it immediately to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

October 31st, 1951
We concur in the above project.

County Judge

Clyde Henderson
County Commissioner

Donald Parsher
County Commissioner

NOTED
J. W. CATTRALL

October 22, 1951

Honorable J. W. Hunt
Columbia County Judge
St. Helens, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

It is requested that Columbia County obtain temporary easements on the two areas shaded in blue on the attached drawings. These easements should be in effect from November, 1951, to September 1, 1952, and are to be used for detouring traffic during bridge construction.

As shown on the attached drawings, one easement would cover a strip of land 20' wide abutting the north right of way line between stations 812 and 818 in Section 7, T. 4N., R. 3W., and the other a strip of land 20' wide abutting the west right of way line between stations 972 and 978 in Sections 35 and 36, T. 5N., R. 4W., W.M. If you wish any further information, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

FORM E-30 25M 3-51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 19, 1951
Salem, Oregon

SUBJECT: Pittsburg-Wilson Creek
Columbia County

To:
John W. Cattrall
County & City Relations Engr.
Office

The Bridge Department requests construction easements on the two areas shaded in blue on the attached drawing, easements to run from November 1951 to September 1, 1952 and to be used for detouring traffic during bridge construction.

Will you please arrange with Columbia County to obtain these easements?

FORREST COOPER

By R L Porter
R. L Porter
Ass't. Right of Way Engineer.

RLP:mmh

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OCT [illegible] 1951
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30X 25M 8-50 42289

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 5th, 1951

SUBJECT: Right of Way for Scappoose-Vernonia County Road

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

COPY

Dear Sir:

On September 24th I wrote Columbia County Court, relative to securing right of way on the line change, Station 922 to 941, on the Scappoose-Vernonia County Road. Through error I failed to send a copy of the letter to your office.

The description was prepared on a center line basis, and calls for 75 feet each side of center line, which was the maximum needed at any point along the line change. The property is owned by Crown Zellerbach Corporation, and a few minutes ago Mr. Frum, Land Department Representative of the Crown Zellerbach Corporation, called me and suggested that the description be changed to a uniform 100 foot right of way with slope easements for cuts and fills. I advised him that there would be no objection in making such changes.

He further informed me that the revised description would be prepared in their Legal Department, as they would rather do it that way than have the description come from either the State or the County. Mr. Frum thinks that it will only be a few days before the necessary papers will be sent to Columbia County Court.

Yours very truly,

F. T. Young
Assistant Division Engineer

FTY:w

FORM E-123X 25M 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 3, 1951

Columbia County Court

St. Helens, Oregon

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following projects in Columbia County for construction from the Federal Aid Secondary fund as indicated.

FEDERAL FISCAL YEAR [illegible] FUND

1.	County Road (FAS [illegible]) - Pittsburg-Wilson Creek, 7 miles grade, surface, and [illegible]	$180,000
2.	State Highway No. 102 (FAS 601) - Banzer Bridge over Nehalem River	$ 80,000

If the Columbia County Court concurs in the selection of the above projects, please indicate so by signing the second copy of this letter in the space provided and returning same to this office. On August 2, the Court approved the Banzer Bridge project; however, in order to consolidate our records it is also included above.

It would be appreciated if the Court will give this matter its immediate attention so that we may proceed with the surveys and preparation of plans and specifications.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

COUNTY COURT OF COLUMBIA COUNTY

Date 10/4/1951

Judge

Clyde Henderson
Commissioner

Donald Parcher
Commissioner

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

S-77(3)

3575

September 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will confirm our telephoned notification of program approval of Item 156, Project S-77(3), Oregon Postwar FAS Program effective September 7, 1951.

The program action is in accordance with your letter of request dated August 23, 1951 in this matter with the exception that the item number has been revised to 156.

Prior to authorization we should be advised that the State and appropriate local officials have cooperated with each other in selection of the project.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Pittsburg - Wilson Ck.
in Columbia County.

NOTED
W. C. WILLIAMS

REFERRED TO
Williams.
Please prepare
letter.

RECEIVED
AUG 24 1951
FOR FILING

S-77(3)

3515

August 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Our request of August 20 for the programming of the Pittsburg-Wilson Creek Project as Federal-aid Secondary Highway Project S-77 (3), Item 157, was made with the expectation that two existing bridges over the East Nehalem River could practicably be kept in service for a few years by reconstruction. Reports received subsequently indicate that the structures have reached the point where reconstruction is not feasible and where complete replacement is necessary.

In view of the above, we desire to add to the work to be done under Project S-77 (3), the construction of two bridges. Accordingly we have redrafted our request for the programming of the project and are submitting the redraft herewith to be substituted for the request dated August 20.

The maps submitted with the request dated August 20 may be used with the redraft dated August 23 without change.

Very truly yours,

R. H. Baldock
State Highway Engineer

SHP:gs

August 23, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Inclusion of the below described project in Oregon's program of Federal-aid Secondary Highway Projects is requested.

Item No.	157
County	Columbia
Project No.	S-77 (3)
F. A. Route No.	609
State Route No.	County Road
Termini	1.8 miles east of Pittsburg to west end of S-77 (2) near Wilson Creek
Estimated Project Cost:	
Total	$180,000
Federal Funds	$111,000
State Funds	$ 69,000
Length	5.64 miles
Character of Work	Grade, Drain, 2 Bridges, 2-lane intermediate-type surfacing

According to our records, the status of Oregon's Secondary Program, after inclusion of this project, will be:

Total apportionment	$14,824,832
Number of projects programmed	151
Total length programmed	819.603 miles
Total cost programmed	$25,304,812
Federal-aid funds programmed	$14,802,155
Per cent programmed	99.8
Unprogrammed balance	$22,677

Map showing the position of the project on federal-aid secondary highway No. 609 is being sent herewith. Traffic information is as follows:

1951	ADT	200
1951	Per cent Commercial	25
1965	ADT	280
1965	Average Summer Maximum	400
1965	30th Peak Hour	45
1965	Per cent Commercial	25

The section of road to be improved is mostly of satisfactory alignment and sufficient width. It carries a gravel surfacing 20 feet wide, the thickness and strength of which are inadequate for year-round use by the traffic it is called upon to serve. Within it are two log trestle bridge structures of inadequate design and in poor condition.

The contemplated improvement consists of the construction of two bridges, the construction of 0.4 mile of new roadbed to improve alignment, 0.2 mile of roadbed widening, the provision of an adequate thickness of surfacing throughout, and the addition of an 0-11 oil mat wearing surface.

Improvement of the road is needed at this time to avoid spring breakups and excessive maintenance costs, to provide year-round service for the traffic which is dependent on the road, and to bring into full use the improvements which have been made during recent years on other portions of the road.

Bridges and box culverts in the project will require 27 tons of reinforcing metal. Other materials and all labor and equipment required are readily available.

Very truly yours,

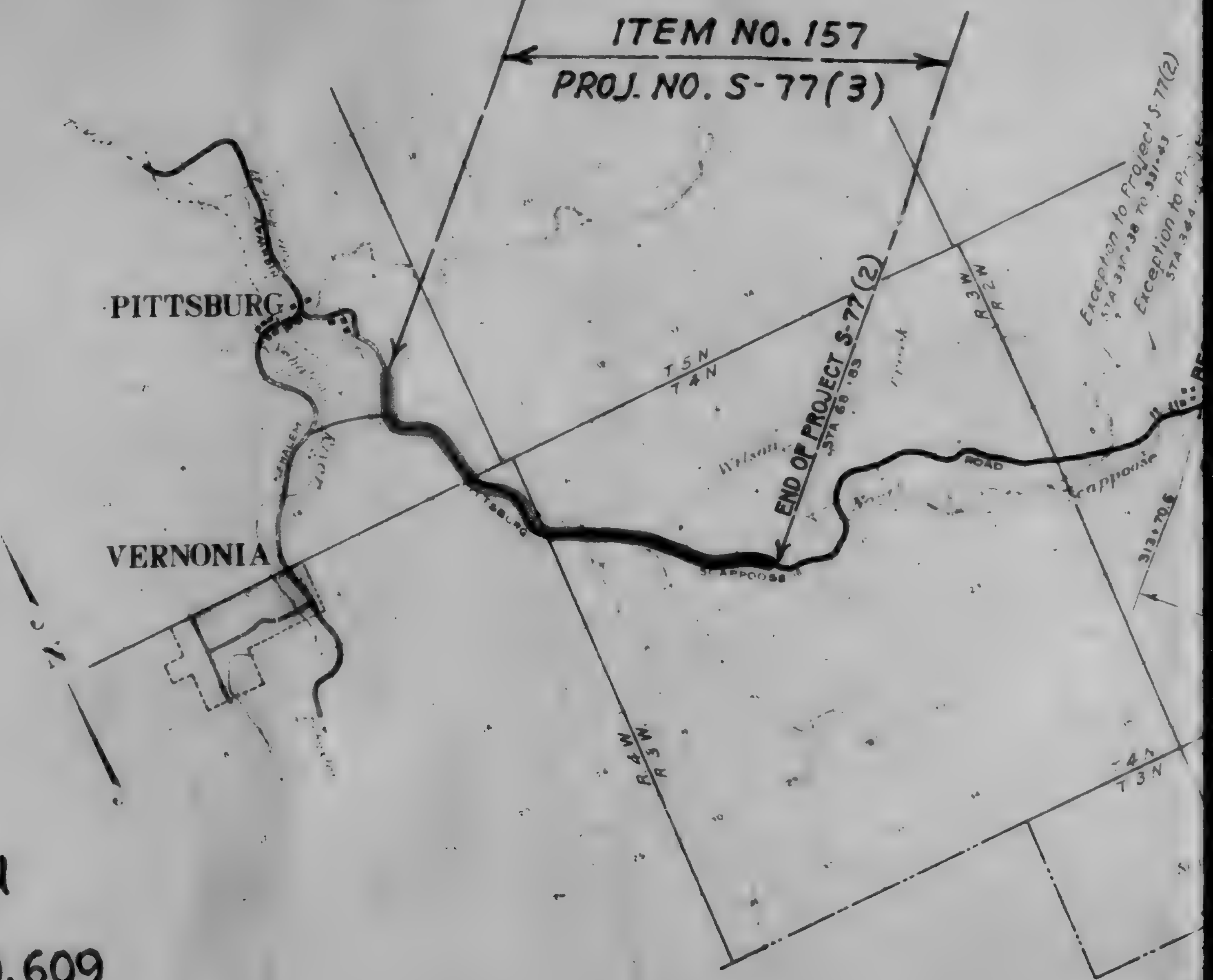
R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

Encl.


ITEM NO. 157
PROJ. NO. S-77(3)
PITTSBURG
VERNONIA
NEHALEM
PITTSBURG
T 5 N
T 4 N
END OF PROJECT S-77(2)
STA 68+83
Wilson
Creek
SCAPPOOSE
ROAD
Scappoose
R 3 W
R 2 W
R 4 W
R 3 W
T 4 N
T 3 N
Exception to Project S-77(2)
STA 330+38 TO 331+43
Exception to Pro
STA 344
313+70.6
N

STATE OF OREGON

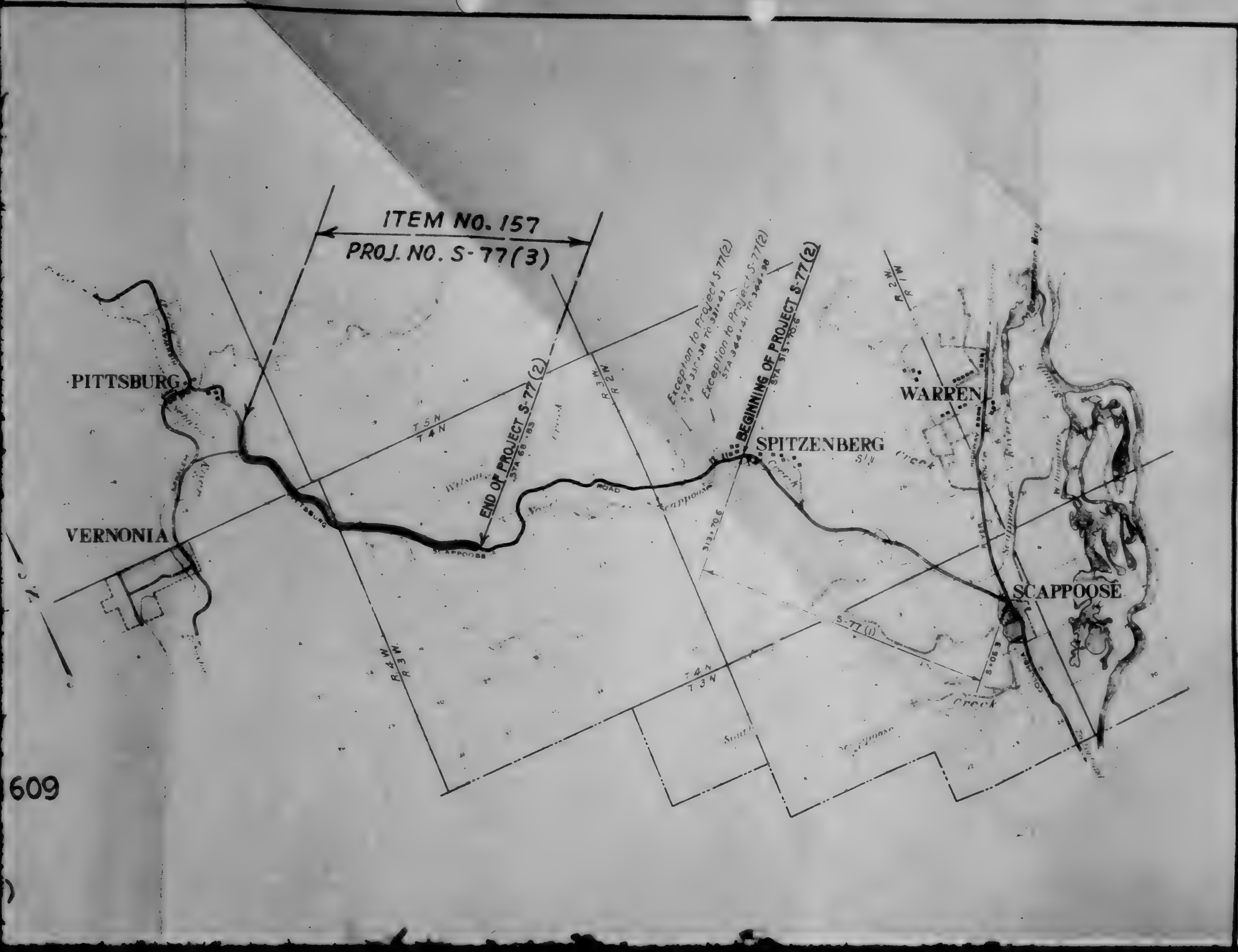
PROGRAM MAP

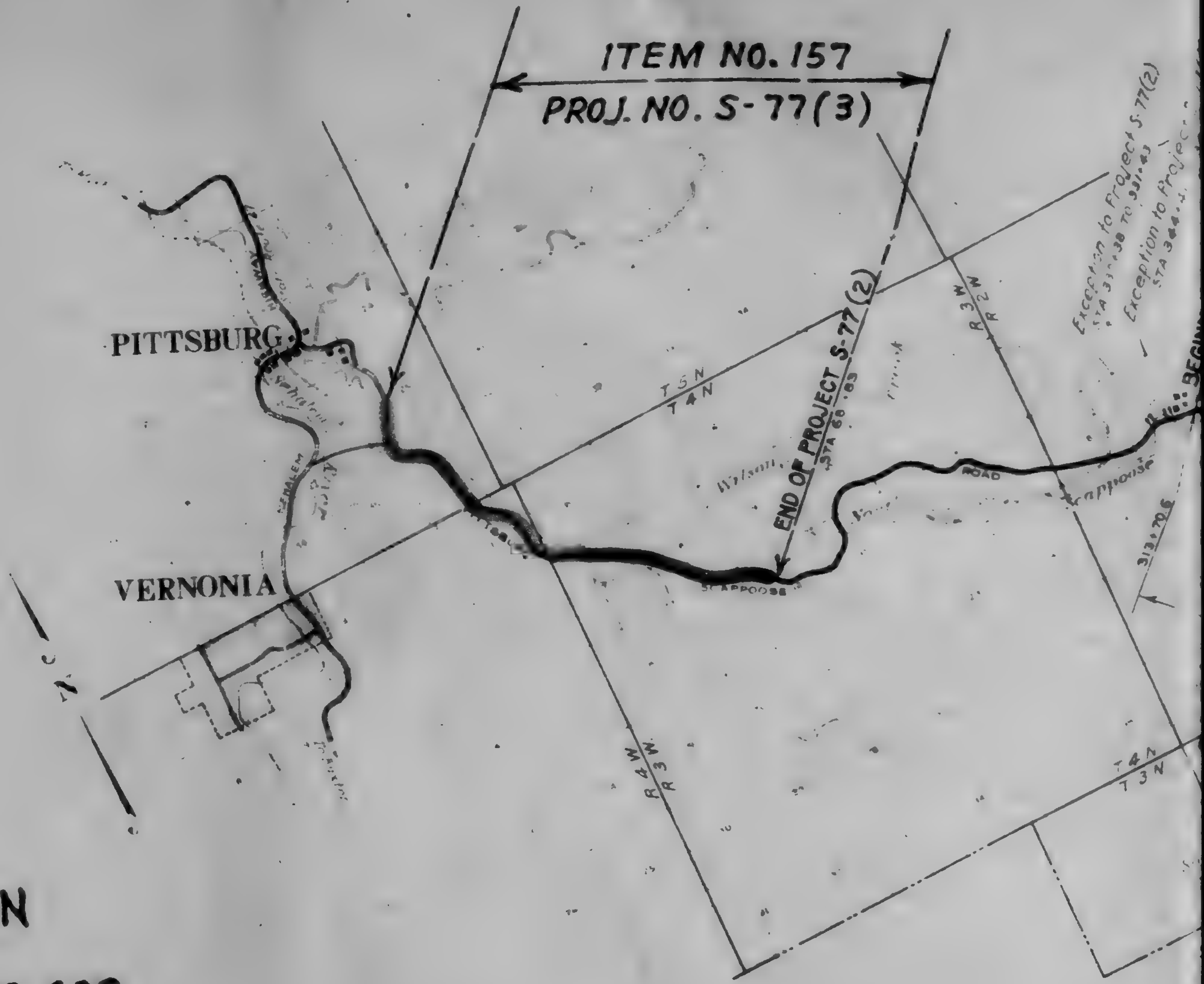
PITTSBURG-WILSON CR. SECTION

FEDERAL AID SECONDARY ROUTE NO. 609

COLUMBIA COUNTY

ITEM NO. 157 PROJECT NO. S-77(3)


ITEM NO. 157
PROJ. NO. S-77(3)
PITTSBURG
VERNONIA
END OF PROJECT S-77(2)
STA 68+83
T 5 N
T 4 N
R 4 W
R 3 W
R 3 W
R 2 W
Exception to Project S-77(2)
STA 330+38 TO 331+43
Exception to Project S-77(2)
STA 344+41 TO 344+98
BEGINNING OF PROJECT S-77(2)
STA 313+70.6
313+70.6
SPITZENBERG
Scappoose
ROAD
WARREN
R 2 W
R 1 W
SCAPPOOSE
S-77(1)
T 4 N
T 3 N
Creek


ITEM NO. 157
PROJ. NO. S-77(3)
PITTSBURG
VERNONIA
N
NEHALEM
T 5 N
T 4 N
R 4 W
R 3 W
END OF PROJECT S-77(2)
STA 60+83
Wilson
SCAPPOOSE
ROAD
Scappoose
R 3 W
R 2 W
Exception to Project S-77(2)
STA 331+38 TO 331+43
Exception to Project
STA 344+
313+70.6
T 4 N
T 3 N
BEGIN

STATE OF OREGON

PROGRAM MAP

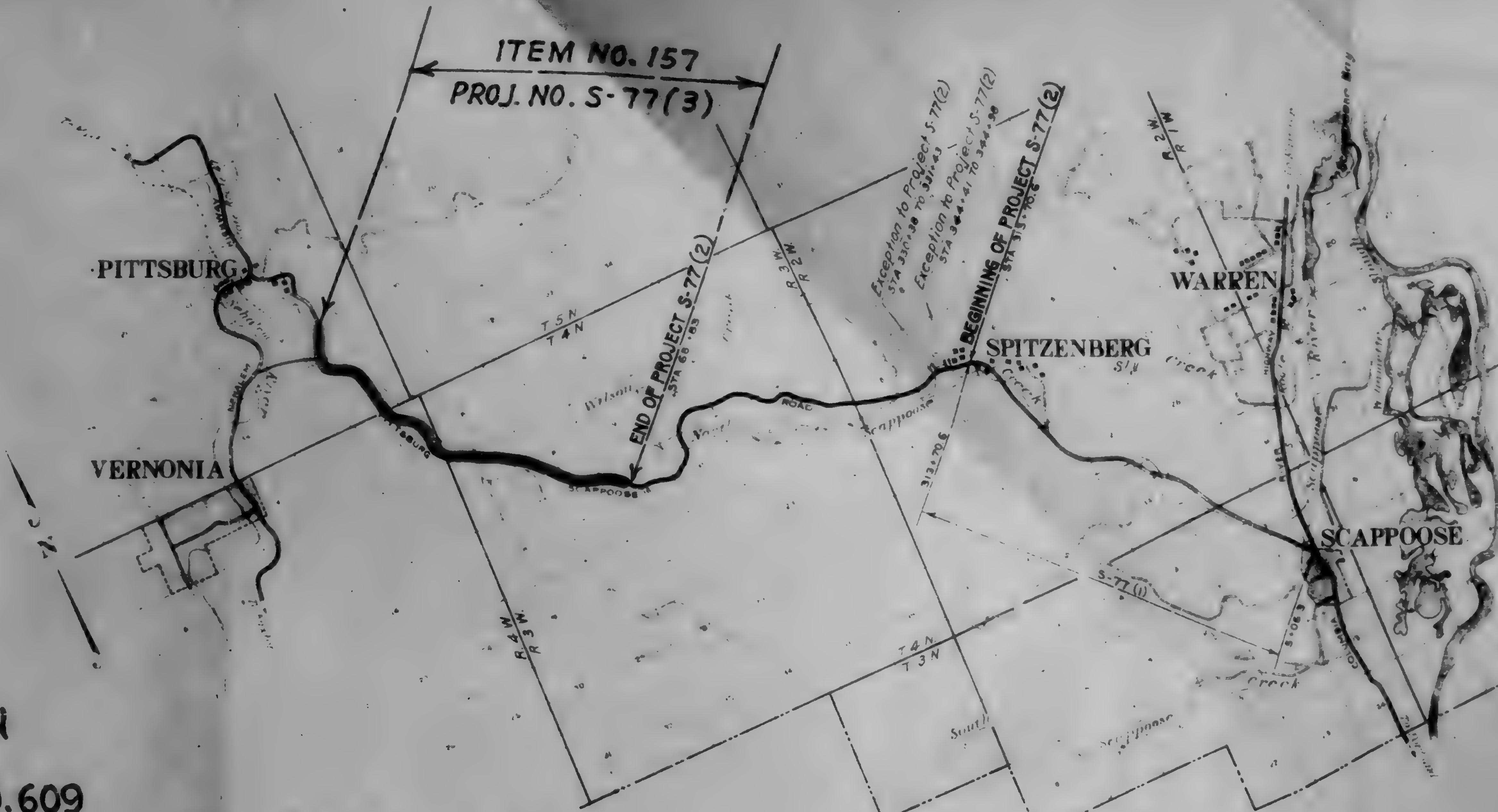
PITTSBURG-WILSON CR. SECTION

FEDERAL AID SECONDARY ROUTE NO. 609

COLUMBIA COUNTY

ITEM NO. 157 PROJECT NO. S-77(3)

AUGUST, 1951


ITEM NO. 157
PROJ. NO. S-77(3)
PITTSBURG
VERNONIA
T5N
T4N
END OF PROJECT S-77(2)
STA 68+83
R3W
R2W
R4W
R3W
Exception to Project S-77(2)
STA 330+38 TO 331+43
Exception to Project S-77(2)
STA 344+41 TO 344+98
BEGINNING OF PROJECT S-77(2)
STA 313+70.6
313+70.6
SPITZENBERG
WARREN
R2W
R1W
SCAPPOOSE
S-77(1)
T4N
T3N
Scappoose
Creek
Nehalem
River

TION

E NO. 609

-77(3)

S-114(1) Gerking Corner-North Sec., 952
Gerking & Innes Co. Rds.

#3596

5/5/53

FAS [illegible] County [illegible] Contract No. 3596

Section

Location [illegible]

[illegible]

R H E

September 15, 1952 # 3596

Contract #3596
Gerking Corner-North

5-14

FINAL COST ANALYSIS
Surfacing & Oiling

Prefix 209-1026
Gerking Market Rd. & Inness Market Rd.
Rogers Construction Co., Contractor
A. A. Fossen, Resident Engineer

Description	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
* 2"-0 Cinders in Base	20,738	Cu. Yds.	$ 1.20	$ 1.126	$23,381.49	$24,885.60
* 3/4"-0 Cinders in Base & Shoulder	5,502	" "	1.40	1.126	6,206.25	7,702.80
**Sprinkling	1,131.05	M/Gals.	1.75	1.39	1,569.23	1,979.34
**Preparation of Base	5.85	Miles	100.00	178.30	1,043.10	585.00
**3/4"-0 Cinders in Binder Course	776	Cu. Yds.	2.50	1.71	1,326.96	1,940.00
**Furn. & Pl. Aggregates	2,023	" "	3.20	2.10	4,248.30	6,473.60
**Furn. & Pl. RC-3 Asphalt	135	Tons	42.00	36.76	4,962.60	5,670.00
**Furn. & Pl. 150-200 Asph.	238.7	"	39.00	33.92	8,096.70	9,309.30
					$50,834.63	$58,545.64

	Gross Revenue	Total Cost	Profit	%of Profit
* Roger Construction Co.	$36,795.20	$31,639.01	5,226.19	14.2%
**Babler Bros., Inc.	21,750.44	19,195.62	2,554.82	11.7%
Total	$58,545.64	$50,834.63	7,781.01	13.2%

NOTED
State Highway Engineer

Gerking Corner - North
Contract #3596

Detail of Cost
Rogers Construction Co.

Labor:		
Labor & Supervision	$10,908.74	
Labor Insurance	737.57	
		$11,646.31
Equipment Rentals & Misc. Expense:		
Equipment Rentals (Owned)	11,990.60	
Equipment Rentals (Hired)	2,200.20	
Gas, Oil & Grease	3,240.90	
P. U. C. Fees	68.50	
P.L. & P.D. Insurance	139.75	
Small Tools & Misc. Supplies	193.20	
Freight & Cartage	785.00	
Bond	276.28	
Home Office & General Overhead	1,098.27	
		19,992.70
Total Cost . . . . ;		$31,639.01

Gerking Corner - North
Contract #3596

Babler Bros., Inc.
Detail of Cost

Labor:			
Labor & Supervision		$2,457.94	
Labor Insurance		159.00	
			$2,616.94
Materials:			
RC-3 Asphalt	135 Tons at $24.50	3,307.95	
150-200 Asphalt	238.7 " " 22.00	5,251.85	
Freight on Asphalt	373.7 " " 6.33	2,363.36	
			10,923.16
Equipment Rentals & Misc. Supplies:			
Equipment Rentals (Owned)		3,445.82	
Gas, Oil & Grease		668.00	
Small Tools & Misc. Supplies		152.89	
Freight & Cartage		278.50	
P.L. & P.D. Insurance		233.74	
P. U. C. Fees		23.75	
Bond		162.82	
Home Office & General Overhead		690.00	
			5,655.52
Total Cost			$19,195.62

Gerking Corner - North
Contract #3596

Breakdown of Crushing Cost

Item	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$ 2,565.39	29,039	Cu. Yds.	$0.088
Load & Haul to Crusher	5,749.23	29,039	" "	0.197
Crushing	12,367.07	29,039	" "	0.425
Cost in Bunker	$20,681.69	29,039	Cu. Yds.	$0.71
Hauling 2"-0 & 3/4"-0 Cinder to Road	6,104.98	26,240	Cu. Yds.	$0.232
Street Work on 2"-0 & 3/4"-0 Cinder	4,852.34	26,240	" "	0.184
	$31,639.01			$1.126

Actual crushing time 272 hours for an average production of 107 cubic yards per hour.

Gerking Corner - North
Contract #3596

Remarks:

This was a "Federal Aid Secondary Project". The contract calling for furnishing of approximately 29,000 cubic yards of crushed cinders and 5.85 miles of Type 0-9 oil-mat wearing surfacing with binder course. The project was bid and awarded November 8, 1951, and completed May 28, 1952.

On November 26, 1951, the crushing contractor started moving in a 3 crusher plant into the cinder deposit approximately 0.2 miles northerly from the Inness Market Road at Station 83+90. Move in and setup cost was very low due to short move in as the contractor had two more jobs nearby. Crushing was started November 29, 1951, and completed December 21, 1951.

The cinder deposit was striped with D-7 cat and dozer, very little overburden was encountered. The cinders were loaded with 3/4 cubic yard shovel and hauled to the crusher in two-6 cubic yard dumpters. The 2"-0" crushed cinders and 3/4"-0" crushed cinders were hauled to the road in five-6 cubic yard trucks and two-12 cubic yard trucks, then handled on the road with two power blades and two ten-ton rollers. Having good weather this late in the year very good progress was made on crushed cinders.

Complete oiling equipment was moved on the project May 6, 1952, and all oiling completed May 20, 1952. Asphalt was hauled from Portland, Oregon, to the job in insulated transports and unloaded direct into the distributors. The contractor had his oiling equipment in Redmond which was near-by and move in cost was very low.

This project shows a fair profit due to good supervision, equipment, high production and low move in cost.

E. H. Clymer
Cost Analyst

By . . . K. T. Wechter

RECEIVED
JUL [illegible] 1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3596	5 Final	Rogers Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
11688	R 44363	$1,756.37	July 9, 1952

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

J. b. Hen
ACCOUNTING DIVISION

Specified Completion Date: Aug. 31, 1952

Time Extensions: None

Completion Date: May 28, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-14-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]
J. b. Hen

RECEIVED
JUN 1952
FOR FILING

June 19, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 3596 for work performed on the Gerking Corner-North Section of the Gerking Market Road and Inness Market Road in Deschutes County was completed by the contractor, Rogers Construction Co., on May 28, 1952 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,756.37 will be released to the contractor after formal acceptance of the contract by the Commission. The total contract amount is $58,545.64 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carlo,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

6-19-52

RECEIVED
FOR FILING
[illegible]
3-16

June 13, 1952

County Court of Deschutes
Bend, Oregon

Gentlemen:

It is with much pleasure that I acknowledge receipt and copy of your letter directed to the members of the State Highway Commission in which you express appreciation of the people of Deschutes County for the improvement of the Gerking Corner-North Section FAS 329. While I personally had very little to do with the project, I am certainly very glad to know that the improvement has been completed to the satisfaction of your Honorable Court and the people whom you represent.

Your expression of appreciation is very kind and I shall see that it is brought to the attention of the members of the Highway Commission.

With kindest personal regards, I remain

Sincerely yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:jmc

cc: Commissioners

MCCAULEY, SHERIFF
HELEN M. DACEY, COUNTY CLERK
EDITH FAIRCHILD, TREASURER
LESLIE M. ROSS, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER

VELMA G. BUCKINGHAM, SCHOOL SUPT.
E. O. STADTER, DISTRICT ATTY.
DR. GEORGE W. WINSLOW, CORONER
ED RISEN, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

NOTED
J. W. CATTRALL

June 11, 1952

RECEIVED
JUN 13 1952

Hon. Ben R. Chandler
Hon. Charles H. Reynolds
Hon. M. K. McIver
Members, Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

This is to express to the commission as a body, and to each and every individual associated with the commission, the appreciation of the people of Deschutes County for your help in the improvement of the Gerking Corner-North Section FAS 329.

With much appreciation and kindest personal regards, we are,

Yours very sincerely,

DESCHUTES COUNTY COURT

By C. L. Allen
County Judge

By A. E. Stevens
County Commissioner

By E. E. Varco
County Commissioner

lt

RECEIVED
JUN [illegible] 1952
FOR FILING

June 9, 1952

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to make semi-final payment to Rogers Construction Co. on contract No. 3596, for surfacing and oiling on the Gerking Corner-North Section of the Gerking Market Road and Inness Market Road in Deschutes County.

This payment, in the amount of $22,562.50, will be released to the contractor on or after June 19, 1952. The amount of retained percentage is $1,756.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
1-7-52,

Form E-1—10M—4-51

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 5, 1952

Section Gerking Corner North-Innes Mkt Road

Kind of work Surfacing & oiling

Highway Gerking & Innes Market Roads

Section prefix 209-1026

Contractor Rogers Construction Co

Contract number 3596

Date of contract November 8, 1951

Date of completion August 31, 1952

Date work started November 26, 1951

Estimated date of completion completed, 19

Amount of contract $ 57,535.

Per cent of time elapsed $\frac{203}{298}$ 68.2 %

Estimated cost of completed project, exclusive of engineering Semi-final $ 58,545.64

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $ 2600., 4.02 %

Date project was completed May 28, 1952

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this project began on November 26 when the contractor started setting up crushing plant. Crushing got underway November29 and was completed December 21 . Surfacing of the project started on December 3 and was completed December 20. The newly surfaced roadbed was then allowed to set over winter.

Preparation of roadbed for the laying of the oilmat started on April 25. Spotting of some additional material also being done.

Placing of the binder course started on May 6 and completed on May 8.

Placing of the specified 0-9 oilmat started on May 12 ~~en~~ and completed May 16 .

Placing of the final seal was done on ~~June~~ May 20. Maintaining done balance of the week to Saturday May 24. General cleanup and blading of shoulders completed June 5.

Final report.

Crushing & surfacing by Rogers Construction Co and balance of work by the Babler Brothers .

NOTED
H. G. SMITH

Signed A. A. Tossau, Res Engr.

Address Hwy Dept. BEND

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		585		5.85	
Miles partially completed					
Miles completed		5.85		5.85	
Total estimated quantities		26,300		320 Tons Asphalt	
Estimated quantities moved or placed to date		26,240 semi-final		373.80 Tons "	
Average daily quantities				2799 cy aggregate	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				1	

Percentages of men employed on contract to be secured from: Thursday only

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	1						1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1.... and broom, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday	Fair AM Lt rain PM		
Friday			
Saturday			

RECEIVED
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OFFICE OF
CONSTRUCTION ENGINEER

STATE PRINTING DEPT. 46418

RECEIVED
JUN 9 1952
FOR FILING

June 2, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 28, 1952 on Contract No. 3596, Gerking Corner-North Section, in connection with Federal Aid Project No. S-114 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Secondary

Project No. S-114(1)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 27th day of March, 1952,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 7th day of August, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24th day of October, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of thirty-nine thousand and 00/100

dollars ($39,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 0+62 in the SW 1/4, Section 30, T. 16 S., R. 12 E., W.M., and survey station 213+17 in the SW 1/4, Section 10, T. 16 S., R. 11 E., W.M., without exception,

, length 5.845 miles, in Deschutes County, being Oregon Federal Aid / Secondary project No. S-114(1), consisting of 5.845 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, o~~f a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator", "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of

thirty-nine thousand and 00/100

dollars ($39,000.00), which does not exceed the authorized Federal pro rata share of

sixty-three thousand, two hundred eighty-eight and 50/100

dollars ($63,288.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Public Roads Administration shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Public Roads Administration after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch

Division Engineer,
Public Roads Administration.

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OREGON DISTRICT

S 114(1)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

January 25, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project S-114(1)
Gerking Road

Dear Sir:

By letter dated December 28, 1951, the Rogers Construction Company made a direct request to the Division Office, Bureau of Public Roads, Portland, Oregon for priority assistance in the procurement of two Model D-8 Caterpillar tractors. In its request, the Company mentioned, among other projects which it was constructing, Oregon Project S-114(1), Gerking Corner North Section.

The Washington Office has questioned the advisability of increasing the contractor's equipment inventory at this time because of the relatively short supply of large Caterpillar tractors.

We have been asked to request your recommendation, in the usual eight copies. If Rogers Construction Company now has contracts for any other State projects, that fact should be brought out.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

CC - E. A. Clymer

RECEIVED
[illegible] 1952
FOR FILING

January 25, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Gerking Corner-North Section, Project No. S-114 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JW:gs

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-114 (1)

[illegible] CORNER-NORTH SECTION OF THE
[illegible] ROADS IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1952

Type Code 3210
Roadway (Sta. 0+62 to 149+38.7 = 53+31.6 to 213+17)

20,000	cu. yds.	2" - 0 Cinders in Base	$ 1.20	$24,000.00
6,300	cu. yds.	3/4" - 0 Cinders in Base and Shoulders	1.40	8,820.00
1,400	M-Gal.	Sprinkling	1.75	2,450.00
5.85	miles	Preparation of Base	100.00	585.00
700	cu. yds.	3/4" - 0 Cinders in Binder Course	2.50	1,750.00
2,100	cu. yds.	Furnishing and Placing Aggregates	3.20	6,720.00
110	tons	Furnishing and Placing RC-3 Asphalt	42.00	4,620.00
130	tons	Furnishing and Placing 150-200 Asphalt	39.00	5,070.00
80	tons	Furnishing and Placing RS-1 Asphalt	44.00	3,520.00
			Subtotal	$57,535.00
			10% Engr. & Cont.	5,753.50
			Total	$63,288.50

Length of Roadway	5.845 miles
Cost per Mile	$10,827.80

Federal Funds- -	$39,000.00
State Funds- -	24,288.50
	$63,288.50

State Funds for Construction: Chap. 175, laws 1917; Chap 31, laws 1920; Chap. 529, laws 1939.
Funds for Maintenance: Chap. 529, laws 1939.

October 19, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate, four copies of right of way statement and eight copies of program change to accompany plans and specifications for the Gerking Corner-North Section, Project No. S-114 (1).

Also, being sent are six bid proposals and one set of full scale plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:tp

Oregon State Highway Department

Federal Aid Secondary
Project No. S-114 (1)

GERKING CORNER-NORTH SECTION OF
THE GERKING AND INNES ROADS IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 19, 1951

Type Code 3210
Roadway (Sta. 0+62 to 149+33.7 - 53+31.6 to 213+17)

20,000	cu. yds.	2" - 0 Cinders in Base	$ 1.50	$30,000.00
6,300	cu. yds.	3/4" - 0 Cinders in Base and Shoulders	1.50	9,450.00
1,400	M-Gal.	Sprinkling	3.00	4,200.00
5.85	miles	Preparation of Base	200.00	1,170.00
700	cu. yds.	3/4" - 0 Cinders in Binder Course	3.00	2,100.00
2,100	cu. yds.	Furnishing and Placing Aggregates	3.00	6,300.00
110	tons	Furnishing and Placing RC-3 Asphalt	42.00	4,620.00
130	tons	Furnishing and Placing 150-200 Asphalt	40.00	5,200.00
80	tons	Furnishing and Placing RS-1 Asphalt	45.00	3,600.00
			Subtotal	$66,640.00
			10% Engr. & Cont.	6,664.00
			Total	$73,304.00

5845

Length of Roadway- - - - - - - - - - - 5.485 miles
Cost per Mile- - - - - - - - - - - - - ~~$13,364.44~~

Federal Funds- $45,000.00
State Funds- 28,304.00

$73,304.00

GERKING CORNER-NORTH SECTION

Project No. S-114 (1)

All necessary rights of way have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 19, 1951

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

G. C. Polk
(District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

October 19, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Secondary Highway Program
(Previous program)

(Date of approval)

COUNTY Deschutes

Ninth Supplemental

Route No. FAS 329

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST				LENGTH MILES	CHARACTER OF PROPOSED WORK
				Class of Work	Total Cost	Federal Funds	State Funds		
ITEM AS NOW PROGRAMED	150	S-114 (1)	FAS-319 S. of Tumalo, W. and N. to FAS-319	Survey-Plans					2-lane intermediate type surfacing
				Right-of-Way					
				Construction	75,000	46,000	29,000		
				TOTAL	75,000	46,000	29,000	5.90	
REQUESTED REVISION	150	S-114 (1)	FAS-319 S. of Tumalo, W. and N. to FAS-319	Survey-Plans					2-lane low type surfacing
				Right-of-Way					
				Construction	73,304	45,000	28,304		
				TOTAL	73,304	45,000	28,304	5.945	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date October 19, 1951

By ______
Assist. (State Highway Engineer)

Reason for change: Oil mat surfacing type changed from O-11 to O-9 to stay within approximate programmed cost. It is believed the O-9 type (3/4" thickness) is adequate for the type of traffic using this road.

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

GERKING CORNER-NORTH SECTION

PROJECT NO. S-114 (1)

Specifications for this project have been determined by the State Highway Commission and appropriate local officials in cooperation with each other.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 24, 1951

RECEIVED
DEC [illegible] 1951
FOR FILING

[illegible]

3596

December 18, 1951

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3596, which was awarded to you on November 8, 1951 by the State Highway Commission, for surfacing and oiling on the Gerking Corner-North Section of the Gerking Market Road and Inness Market Road in Deschutes County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded

RECEIVED
FOR FILING

November 26, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 26, 1951 on Contract No. 3596, Gerking Corner-North Section, in connection with Federal Aid Project No. S-114 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]P:cw

NOTED
J. W. CATTRALL

November 21, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are four copies each of a maintenance agreement and encroachment resolution covering the Gerking Corner-North Section, Oregon Project S-114(1), on FAS Highway 329 in Deschutes County.

Two copies of the maintenance agreement have been fully executed and all four copies of the encroachment resolution have been signed by the proper county officials.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
Harold C. Ayers

FORM E-90 25M 6-51 49719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1951

SUBJECT: Agenda Item 4-i

To:

Mr. John W. Cattrall
City & County Relations Dept.

Attached hereto, for further handling, are two fully executed and two unexecuted copies of a maintenance agreement with Deschutes County covering the Gerking Corner-North Section, Oregon Project S-114(1), on FAS Highway 329 in Deschutes County.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

rn
attach: 4

RECEIVED
NOV 15 1951
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FOR FILING

November 15, 1951

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Deschutes a fully executed maintenance agreement between the State Highway Commission and Deschutes County covering the Gerking Corner-North Section, Oregon Project S-114(1), on FAS Highway 329 in Deschutes County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
NOV 15 1951
FOR FILING

[illegible]

2094

November 13, 1951

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on November 8, 1951 awarded you Contract No. 3596 for the Gerking Corner-North Section of the Gerking and Innes County Roads, Deschutes County. This award was based on your low bid of $57,535.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc: H. G. Smith
S. H. Probert
State Industrial Acc. Comm.

RECEIVED
NOV 15 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]
[illegible]

November 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project S-114(1), Gerking Corner-North Section of the Gerking and Innes Roads, to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $57,535.00 at the November 8, 1951 bid opening.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

13

RECEIVED
1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

October 30, 1951

2

3576

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon S-114(1), Gerking Corner-North Section of the Gerking and Innes Roads in Deschutes County.

Very truly yours,

W. H. LYNCH
Division Engineer

By: L Caufield
L. J. Caufield
/Principal Highway Engineer

Copy & Encls to Project.

Encls.

[illegible]

EIVED
FOR FILING

MONTANA
OREGON
IDAHO
~~WASHINGTON~~

1 - 481

5576

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

P. O. BOX 3900
PORTLAND 8, OREGON

October 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The sketch map for Oregon FAS-114, Gehrking Corner North, is approved today.

Very truly yours,

W. H. LYNCH
Division Engineer

By: LJCaufield
L. J. Caufield
Principal Highway Engineer

EIVED
1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

S 114(1)
5516

October 24, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project S-114(1), Gerking Corner-North Section of the Gerking and Innes Roads, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please forward the usual copies of county maintenance agreement and encroachment resolutions prior to submission of the project agreement estimate.

Very truly yours,

CG Polk
C. G. POLK
Acting District Engineer

ECEIVED
OCT 1951
FOR FILING

October 18, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four blueprint copies of project statement map for the Gerking Corner-North Section, to which has been assigned Project No. FAS 114.

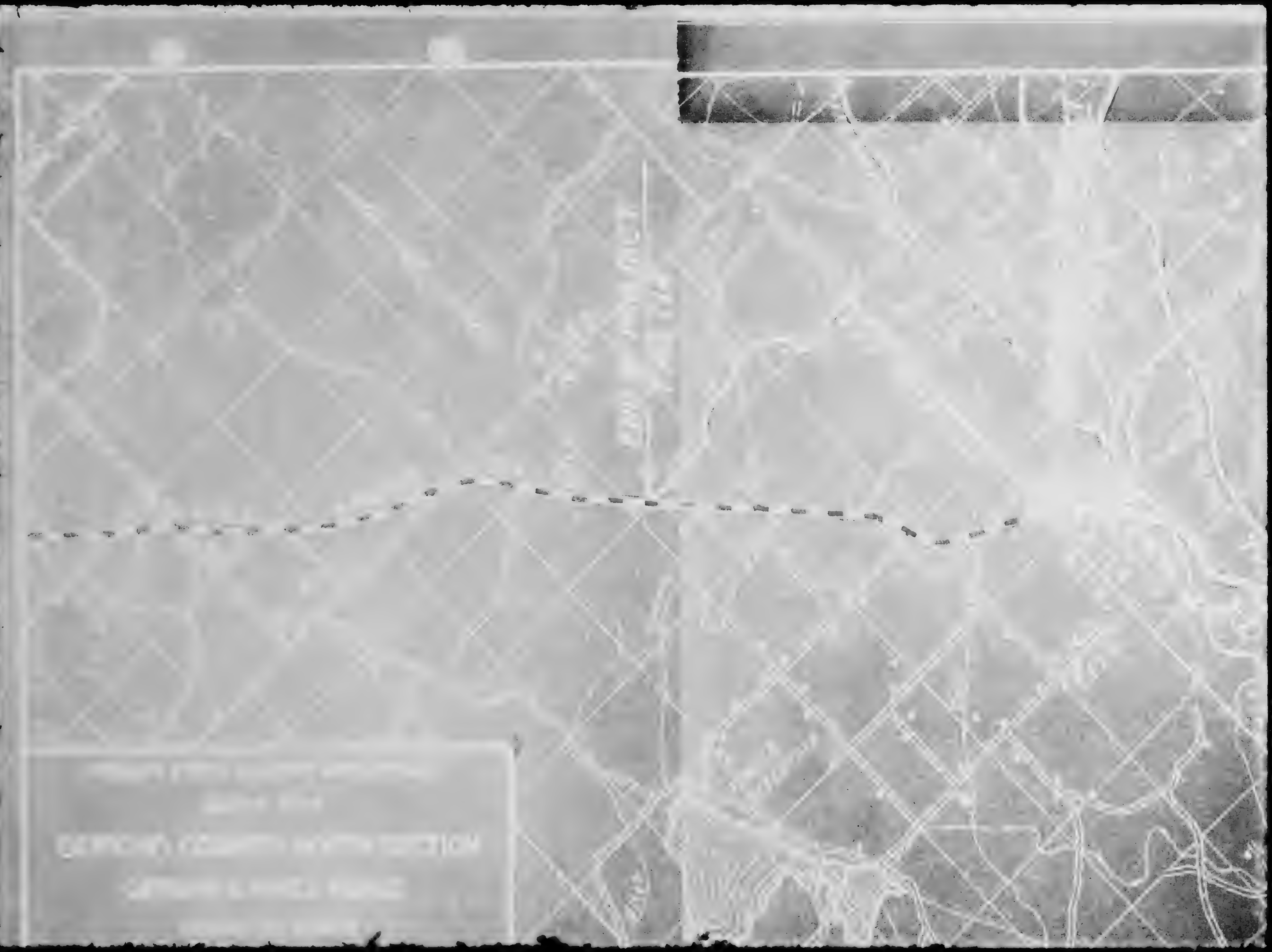
Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs



END OF PROJECT
F.A.S. 174

END OF PROJECT
FAS 174
BEND

Salem, Oregon
October 24, 1951

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
J. F. HAGEMANN

Enclosed are six copies of a maintenance agreement covering the Gerking Corner-North Section, Oregon Project S-114(1), on FAS Highway 329 in Deschutes County. All six copies have been executed by the proper county officials and are now ready for presentation to the Highway Commission.

Please return four fully executed or certified true copies of this agreement to this office for further handling.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Field Engineer

JFH:MM
Encl.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

October 24, 1951

Honorable C. L. Allen
Deschutes County Judge
Bend, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of seven copies of an encroachment resolution and six copies of a maintenance agreement executed by the Deschutes County Court in connection with the Gerking Corner-North Section of FAS Highway 329 in Deschutes County. Approval by the Deschutes County Court of the plans and specifications for this project is also acknowledged. Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM

NOTED
Harold C. Myers

C. L. McCAULEY, SHERIFF
HELEN M. DACEY, COUNTY CLERK
EDITH FAIRCHILD, TREASURER
LESLIE M. ROSS, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER

VELMA G. BUCKINGHAM,
SCHOOL SUPT.
E. O. STADTER, DISTRICT ATTY.
DR. GEORGE W. WINSLOW,
CORONER
ED RISEN, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

NOTED
J. W. CATTRALL

October 22, 1951

RECEIVED
OCT 24 1951
ENGINEER

Honorable R. H. Baldock,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

We beg to acknowledge receipt of the seven copies of an agreement to maintain, and seven copies of a resolution, asking for improvement on FAS highway 329 in Deschutes County.

We also acknowledge set of plans and specifications for this highway.

We wish to assure you that the plans and specifications have our approval, and the signed copies of the agreement for maintenance and the resolution asking improvement are enclosed herewith.

NOTED
J.F. HAGEMANN

Yours very sincerely,

DESCHUTES COUNTY, by

C. L. Allen
County Judge

Stevens
County Commissioner

Varco
County Commissioner

NOTED
Harold C. Ayers

Oregon Project S-114(1)
FAS Highway No. 329

RESOLUTION

WHEREAS, a County Road in Deschutes County, State of Oregon, known as the Gerking and Innes County Road, is routed through the County of Deschutes, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Deschutes County, the section adopted for improvement being more particularly described as follows; to wit:

> **From a junction with the McKenzie-Bend State Highway near Tumalo northerly and westerly to a junction with the McKenzie-Bend State Highway in Section 10, T. 16S., R. 11E., W.M., a distance of 5.845 miles.**

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Deschutes will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded, and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW THEREFORE, BE IT HEREBY RESOLVED by the County Court of Deschutes

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Gerking and Innes County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Deschutes County, Oregon, this 22 day of October, 1951.

Attest:

County Clerk

By
County Judge

By A. E. Stevens
County Commissioner

By E. E. Varco
County Commissioner

Form cc-12
Page 2

Oregon Project S-114(1)
FAS Highway No. 329

RESOLUTION

WHEREAS, a County Road in Deschutes County, State of Oregon, known as the Gerking and Innes County Road, is routed through the County of Deschutes, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Deschutes County, the section adopted for improvement being more particularly described as follows; to wit.

> From a junction with the McKenzie-Bend State Highway near Tumalo northerly and westerly to a junction with the McKenzie-Bend State Highway in Section 10, T. 16S., R. 11E., W.M., a distance of 5.845 miles.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

And, WHEREAS, the Public Roads Administration of the Federal Works Agency of the United States will not participate in the construction of said county road until and unless the said County of Deschutes will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road; and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded, and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or alleys.

NOW THEREFORE, IT IS HEREBY RESOLVED by the County Court of Deschutes

Form cc-12

County, Oregon, that no encroachments will be permitted on the county road, known as the Gerking and Innes County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Deschutes County, Oregon, this 22 day of October, 1951.

Attest:

Helen M. Dacey
County Clerk

By C. L. Allen
County Judge

By A. E. Stevens
County Commissioner

By E. E. Varco
County Commissioner

Form cc-12
Page 2

Oregon Project S-114(1)
FAS Highway No. 32[illegible]

AGREEMENT BY MUNICIPALITY OR POLITICAL SUBDIVISION TO MAINTAIN HIGHWAYS IMPROVED UNDER THE FEDERAL AID ROAD ACT AND ACTS AMENDATORY THEREOF AND SUPPLEMENTARY THERETO

The County of Deschutes, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of [illegible] miles of ~~the~~ FAS Highway No. 3[illegible] ~~highway~~ from a junction with the McKenzie-Bend State Highway approximately 0.5 mile northwest of Tumalo to a junction with the McKenzie-Bend State Highway in Section 10, T. 1[illegible]S., R. 11E., W.M. known as the Cerking Corner-North Section, and to be designated as Oregon Project No. S-114(1), and will recommend its approval by the Federal Works Administrator for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Federal Works Administrator, and agrees that if such project is approved and constructed by the Highway Department and the Federal Works Administrator it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the

cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees that:

(a) All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of State Highway Officials, approved by the Highway Department, and concurred in by the Federal Commission of Public Roads.

(b) No signs (other than those specified in paragraph (a) above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the County on the 22 day of October, 1951, and the Highway Department on the 8th day of November, 1951.

~~COUNTY OF DESCHUTES~~

By C. L. Allen
County Judge

By A. E. Stevens
County Commissioner

By E. E. Varco
County Commissioner

ATTEST: Helen M. Dacey
County Clerk

OREGON STATE HIGHWAY COMMISSION

By
As Chairman

By /s/ CHAS. H. REYNOLDS
As Commissioner

By /s/ M.K. McIVER
As Commissioner

ATTEST: /s/ H.B. GLAISYER
Secretary

Form cc-30
Page 2

NOTED
J. W. CATTRALL

October 19, 1951

NOTED
Harold C. Ayers

Honorable C. L. Allen
Deschutes County Judge
Bend, Oregon

J. F. HAGEMANN

Dear Sir:

The State Highway Commission plans to call for bids at its November meeting for the surfacing and oiling of the Gerking Corner-North Section of FAS Highway 329 (the Innes and Gerking County Roads) in Deschutes County. This project is to be partially financed with Federal funds and, in projects of this nature, it is a requirement of the Federal Bureau of Public Roads that the county concerned execute a standard form of maintenance agreement and encroachment resolution.

Enclosed are seven copies each of such an agreement and resolution. The agreement provides that the County will maintain the section after construction to a standard satisfactory to the Bureau of Public Roads. The resolution provides that the County will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic. Please have the Court execute all copies and return seven copies of the maintenance agreement and six copies of the encroachment resolution to this office. After signature by the Highway Commission, a fully executed copy of the maintenance agreement will be returned for the County's records.

Also enclosed for your information and records is a set of plans for this project. Written approval by the Court of these plans is required by the Bureau of Public Roads before we can advertise for bidders. A letter signed by the Court indicating this approval should accompany the signed copies of the agreement and resolution. Your immediate attention to this matter will be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
J. W. CATTRAL

October 10, 1951

Honorable C. L. Allen
Deschutes County Judge
Bend, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

The project for FAS 329 as shown in my letter of October 3 should have read 5.9 miles of surface and oil rather than 2.3 miles. This letter has been corrected and the corrected copies are enclosed. Thank you for calling this matter to my attention.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
Harold C. Ayers

CCAULEY, SHERIFF
EN M. DACEY, COUNTY CLERK
TH FAIRCHILD, TREASURER
ESLIE M. ROSS, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER

VELMA G. BUCKINGHAM, SCHOOL SUPT.
E. O. STADTER, DISTRICT ATTY.
DR. GEORGE W. WINSLOW, CORONER
ED RISEN, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

October 8, 1951

John W. Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear John:

I am returning yours of October 3rd, stating that County road (FAS 329), Gherking Corner - North, 2.3 miles surface and oil.

I feel whoever prepared this description, looked up the old Gherking Road and did not add the Innes Road, which has been made a part of FAS 329.

We will be glad to sign this letter as is, but feel that you perhaps wish to correct this discription.

Also, in response to a telephone call from one of your engineers, inquiring as to the width of the right-of-way of FAS 329, beg to advise that the width is sixty (60) feet.

With kind regards and best wishes, I am, yours very truly,

C. L. Allen
County Judge

CLA:lt

RECEIVED
FOR FILING
FORM E-80X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 9, 1951

SUBJECT: Grading Operations- Gerkin Corner North Section

To:
Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

For your information Deschutes County started grading operations on the Gerkin Corner North section about one week ago, and now have approximately three miles ready for surfacing.

Yours very truly,

Williams

WM. E. CHANDLER
Division Engineer

By:
Dean Swift
Assistant Division Engineer

DS:ac

RECEIVED
OCT 11 1951
OFFICE OF
CONSTRUCTION ENGINEER

File Fas 329

FORM E-123 25M 10-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

October 3, 1951

Deschutes County Court
Bend, Oregon

Gentlemen:

The Federal Aid Highway Act of 1950 provides that projects to be constructed with Federal Aid Secondary funds shall be selected by "the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following projects in Deschutes County for construction from the Federal Aid Secondary fund as indicated.

FEDERAL FISCAL YEAR 1952 FUND

1.	County Road (FAS 329) - Gerkhing Corner-North, 5.9 miles surface and oil Proj completed May 28, 1952	$ 75,000
2.	McKenzie-Bend State Highway (FAS 319) - Tumalo-Bend, 4.9 miles grade, surface, and bridge over Deschutes River Proj completed July 25, 1952	$500,000

Although the County Court has previously indicated its approval of the above projects, it would be appreciated if this can be made a matter of record by the Court's signing the second copy of this letter in the space provided and returning same to this office.

[illegible] notified RH

Very truly yours,

R. H. Baldock
State Highway Engineer

John W. Cattrall
By: John W. Cattrall
Engineer, County and City Relations

COUNTY COURT OF DESCHUTES COUNTY

Date Oct 13-1951

C. L. Allen
Judge

Ole A. Stevens
Commissioner

E. E. Varco.
Commissioner

NOTED
J. W. CATTRALL

June 21, 1951

Honorable C. L. Allen
Deschutes County Judge
Bend, Oregon

Dear Judge:

Reference is made to your letter of June 18 re engineering in connection with grading and surfacing work to be performed by Deschutes County on FAS 329 prior to oiling by the State with FAS funds.

As approval from the Federal Bureau of Public Roads of the extension of FAS Route 329 and of the proposed oiling project has not yet been received, the State cannot expend funds for engineering at this time. It generally takes a month or more to obtain B.P.R. approval.

When the FAS Route extension and project have been cleared, our division office in Bend will work up the plans for the oiling. It is suggested that they be contacted for advice in correlating the county work with the proposed oiling project. I am sure they will be glad to cooperate in every way possible.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
Harold C. Ayers

[illegible]

cc: Mr. H. G. Smith, Construction Engineer
Mr. W. E. Chandler, Division Engineer

NOTED
J. F. HAGEMANN

, SHERIFF
M. DACEY, COUNTY CLERK
N FAIRCHILD, TREASURER
LIE M. ROSS, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER

VELMA G. BUCKINGHAM,
SCHOOL SUPT.
E. O. STADTER, DISTRICT ATTY.
DR. GEORGE W. WINSLOW,
CORONER
ED RISEN, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

June 18, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John W. Cattrall, Engineer

Dear John:

Since our phone conversation regarding FAS 329, Deschutes County will be ready within a few days to begin construction and hauling in fill material preparatory to oiling.

I am writing to ask whether you wish the County to use its own engineering on this job, or whether you will want the engineering done by the State Highway Department.

We hope approval for federal aid will be forthcoming in order that the surface mat may be placed this year.

Thanks again for all the cooperation of the entire highway group.

Yours very sincerely,

Allen

C. L. Allen
County Judge

CLA:djk

R[illegible]
JUN 19 1951
COUNTY [illegible]

RECEIVED
JUN 19 1951
[illegible]
STATE [illegible] SSION

C. L. McCAULEY, SHERIFF
HELEN M. DACEY, COUNTY CLERK
EDITH FAIRCHILD, TREASURER
LESLIE M. ROSS, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER

VELMA G. BUCKINGHAM, SCHOOL SUPT.
E. O. STADTER, DISTRICT ATTY.
DR. GEORGE W. WINSLOW, CORONER
ED RISEN, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

June 4, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: John W. Cattrall

Dear John:

I am returning with this the four copies of Sheet 2, General Highway Map of Deschutes County, wherein the County Court has approved the proposed extension of F.A.S. 329.

I would like to express to you the appreciation of the entire court for the part you have had in getting this work approved, and for this year.

Yours very sincerely,

C. L. Allen

C. L. ALLEN
County Judge

CLA:djk

RECEIVED
JUN 5 1951
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. W. CATTRALL

June 1, 1951

Honorable C. L. Allen
Deschutes County Judge
Bend, Oregon

Dear Sir:

The State Highway Commission at its May 24-25 meeting approved the extension of FAS 329 northerly and westerly to a junction with FAS 319, a distance of approximately 3.60 miles.

Dec 5

Enclosed are five copies of sheet 2, general highway map of Deschutes County, upon which this proposed extension is shown in color. It would be appreciated if the Deschutes County Court will indicate its approval of this extension by signing all copies of the map in the space indicated. Please return four signed copies to this office. Upon receipt of the four signed maps, a request will be forwarded to the Federal Bureau of Public Roads for approval of this extension.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

HM E-1[illegible] 35M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

May 16, 1951

Oregon State Highway Commission

NOTED
J. W. CATTRALL

Gentlemen:

The County Court of Deschutes County has transmitted to you two resolutions requesting additions to the federal-aid secondary highway system on county roads in Deschutes County. One of the resolutions asks the extension of Federal-aid Secondary Highway No. 329, Cherking Road, to include an additional 3.5 miles of what is now known as the Innes Market Road. The other resolution requests the designation of the Pringle Falls County Road, approximately four miles in length.

We have made an investigation, and it is believed that Federal-aid Secondary Highway No. 329 should be extended 3.5 miles, as indicated on the attached map, to include the Innes Road. Deschutes County has a total of 35.48 miles on the county road FAS system. Of these 35.48 miles, 31.73 miles have been improved to an oil standard and are in good condition. With the exception of a 3.8-mile section of the Smith Rock Road, all of these improvements have been made by county funds. This means that only 3.75 miles are left unimproved, of which 2.5 miles are on the Cherking Road which is planned for improvement this year. On this basis, Deschutes County should have additional mileage of federal-aid secondary highways on its county system, and I recommend the designation of the additional 3.5 miles extending Federal-aid Secondary Highway No. 329.

As to the Pringle Falls Road, you will note the resolution states this would carry extremely heavy log hauling traffic, so that it would need to be constructed to a high standard of surface thickness. There are no moneys available in current federal-aid secondary highway funds for improvement of this road, and I recommend that designation of this road as a federal-aid secondary highway be deferred pending further study and determination of future funds.

To improve the Cherking Road, Federal-aid Secondary Highway No. 329, having an over-all length of six miles, is estimated to cost $75,000, and this amount is provided for in the 20 per cent program of secondary funds being submitted to you.

RECEIVED
MAY 16 1951
ENGINEER

The Bureau of Public Roads has made an inspection of Sherking Road, Federal-aid Secondary Highway No. 329, and the requested extension, and has advised that it would concur in the placement of this section on the federal-aid secondary highway system.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. W. C. Williams
Mr. John Cattrall

C. L. McCAULEY, SHERIFF
HELEN M. DACEY, COUNTY CLERK
EDITH FAIRCHILD, TREASURER
LESLIE M. ROSS, ASSESSOR

C. L. ALLEN, COUNTY JUDGE
E. E. VARCO, COMMISSIONER
A. E. STEVENS, COMMISSIONER

VELMA G. BUCKINGHAM, SCHOOL SUPT.
E. O. STADTER, DISTRICT ATTY.
DR. GEORGE W. WINSLOW, CORONER
ED RISEN, SURVEYOR

DESCHUTES COUNTY
STATE OF OREGON
BEND, OREGON

May 4, 1951

NOTED
J. W. CATTRALL

35148

John W. Cattrall, Engineer
County and City Relations
State Highway Commission
Salem, Oregon

Dear John:

I am sending you copies of two resolutions, the originals of which have been sent to Mr. Glaisyer for the consideration of the Commission. Also, each member of the Commission and Mr. Baldock have been furnished copies. I expect to write Mr. Polk and enclose copies.

The Court wishes to express to you its appreciation for your help in this matter, and to ask that if anything more is needful, that you advise because we are very much concerned that FAS 329 and the Innes Market Road be approved, and that action be had during this year.

With kind personal regards and my best wishes to you, I am

Yours very sincerely,

C. L. Allen

C. L. Allen
County Judge

CLA:djk

Encs.

RECEIVED
MAY 8 1951
ENGINEER
COUNTY & CITY RELATIONS

25

May 4, 1951

Honorable Ben R. Chandler, Chairman
Honorable Charles H. Reynolds
Honorable M. K. McIver
Oregon State Highway Commission
Salem, Oregon

Re: FAS 329 and the Innes
Market Road

Gentlemen:

In support of our resolution asking aid in improving FAS 329 and the Innes Market Road, we submit that the completion of these two roads connects with the State Secondary No. 536 to the east, and to the west to a connection with Highway 20 and serves a highly developed farming area the entire length of Number 329, and a number of families on the Innes Market Road.

We feel that we are reasonably accurate in estimating that some five hundred sixty-five loads of farm products, consisting of potatoes, grains, hay, fertilizers, live stock, and saw logs would pass over the Innes Road annually. In addition to this would be the rural mail carriers, the high school bus and grade school bus, and the usual passenger car and pickup traffic.

This would afford a connection to all of the Plainview community and a great many in the Cloverdale community a convenient and shorter way to Redmond.

With much appreciation to you for your consideration, we are

Yours very sincerely,

DESCHUTES COUNTY COURT

County Judge

A. E. Stevens
County Commissioner

County Commissioner

djk

COPY

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

In the Matter)
)
of)
)
County Roads)

RESOLUTION

The Deschutes County Court being in session this date and it appearing to the Court that the Oregon State Highway Commission and the United States Bureau of Public Roads have approved F A S 329 (the Gherking Road) for improvement;

And it further appearing to the Court that Secondary No. 329 intersects the Innes Market Road for a connection on the East with State Secondary No. 536, and on the West to a connection with Highway 20; that the total length of Secondary No. 329 and the Innes Road is six miles;

And it further appearing that Deschutes County having promised the residents along Number 329 to improve said road this year, and feeling that to encourage the Oregon State Highway Commission and the United States Bureau of Public Roads to aid with the improvement of the above roads, that Deschutes County proposes to prepare the road bed, provide permanent culverts, haul and place base, etc. all according to specifications of the Oregon State Highway Commission in consideration that the said Commission furnish and place the asphalt, crushed rock and/or cinders this season.

THEREFORE BE IT RESOLVED that the Deschutes County Court hereby petitions the Oregon State Highway Commission that in consideration of the things to be done by the County that they, the said Commission, designate said county roads for improvement this season.

Dated May 2, 1951.

DESCHUTES COUNTY COURT

County Judge

County Commissioner

E. E. Varco
County Commissioner

May 4, 1951

Honorable Ben R. Chandler, Chairman
Honorable Charles H. Reynolds
Honorable M. K. McIver
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The County Court is transmitting herewith a resolution asking that the Pringle Falls County Road be placed on the Federal Aid Secondary System in lieu of county roads previously requested which, up to this time, have not been approved for the system.

In support of our resolution asking improvement on this road, we are submitting a letter from Mr. R. W. Crawford, Supervisor of the Deschutes National Forest. Herein Mr. Crawford advises that approximately five million feet board measure of National Forest Timber could annually be trucked over the Pringle Falls Road. As stated by Mr. Crawford there is a considerable volume of timber owned by the Brooks Scanlon Lumber Company in this area which also has to be trucked from this area.

This is one of the most important recreational areas in Central Oregon, since there is a constant flow of fishermen during the season to Crane Prairie Reservoir and Wickiup Reservoir; and of course, this traffic is very heavy all during the deer season.

Since timber and recreation are two of the leading industries of Central Oregon, the County Court feels amply justified in asking for the improvement of this road.

Yours very truly,

DESCHUTES COUNTY COURT

County Judge

County Commissioner

COPY

County Commissioner

djk

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Deschutes National Forest

Bend, Oregon

S
PLANS - Deschutes
General

May 2, 1951

Judge C. L. Allen
Deschutes County Court
Bend, Oregon

Dear Charlie:

Reference is made to our recent telephone conversation.

Our best estimate is that approximately 5 millin feet B.M. of National Forest timber could annually be trucked to the mill over the Pringle Falls road. In addition to this volume there is a considerable volume of timber owned by Brooks-Scanlon, Inc. located in this area which also might be trucked over this road.

Very truly yours,

R. W. CRAWFORD
Forest Supervisor

xc:Allen

COPY

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR THE COUNTY OF DESCHUTES

In the Matter)
of)
County Roads)

RESOLUTION

This matter coming before the Court, and the Court desiring to add the Pringle Falls (Wickiup Reservoir) Road to the Federal Aid Secondary System, in lieu of other County Roads that the Court requested placed on the system on May 17, 1945,

NOW THEREFORE BE IT RESOLVED that the Deschutes County Court requests the Oregon State Highway Commission to place the Pringle Falls (Wickiup Reservoir) Road on the Federal Aid Secondary System.

BE IT FURTHER RESOLVED that this Court asks that this road be given second priority on any Federal or State aid in this County.

BE IT FURTHER RESOLVED that a letter giving reasons for such a request accompany copies of this resolution.

Dated May 2, 1951.

DESCHUTES COUNTY COURT

County Judge

A. E. Stevens
County Commissioner

E. E. Varco
County Commissioner

NOTED
J. W. CATTRALL

Salem, Oregon
July 21, 1950

Mr. W. C. Williams

OFFICE

Attached please find resolution adopted by the Deschutes County Court requesting that the Gherking County Road, F.A.S. Route No. 329, be given consideration in the next construction program. Also attached please find a map of that portion of Deschutes County which shows Federal Aid Primary and Federal Aid Secondary routes and also F.A.S. No. 329, the route on which the County is requesting a project.

As you will notice in the resolution, Mr. McClarty and I, as well as Mr. Polk, inspected this road at the request of the County Court. There will be very little grading on this route other than shaping. It will be noted that the County Court is oiling a connecting road from the Cline Fall State Secondary west for one mile this summer. The western end of this proposed oil section is one-half mile north of the northerly end of F.A.S. 329. On the ground it appeared that F.A.S. No. 329 should be extended one-half mile north and then one mile east to complete the circuit. If this project were approved by the Highway Commission, it would give a completed route. This matter of the extension of the F.A.S. System was not discussed with the County Court.

John W. Cattrall
Engineer, County and City Relations

JWC:MM
Att.

July 20, 1950

Hon. Ben Chandler, Chairman
Hon. Charles Reynolds
Hon. M. K. McIver

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Your petitioners, the County Court of Deschutes County, respectfully urge that you include the County Road number 329, (the Gherking Road) on your next construction program.

The Court is obligated to your Mr. Cattrall and to Mr. McClarthy for being obliging enough to go over this road with the Court.

With much appreciation to the Commission and your staff for your excellent program, we are

Very sincerely,

DESCHUTES COUNTY COURT

By: C. L. Allen
C. L. Allen, County Judge

E. E. Varco
E. E. Varco, Commissioner

A. E. Stevens
A. E. Stevens, Commissioner

CLA:pw

FORM E-123 30M 4-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

July 13, 1950

Honorable C. L. Allen
County Judge, Deschutes County
Bend, Oregon

Dear Judge:

I am sorry that I was not in the office on Monday when you called. However, I wish to inform you that I plan to be in Bend sometime the latter part of next week. I will be glad to stop at your office and discuss the subject with you then. At this time, I do not know the exact day that I will contact you; however, I believe it will be on either the 19th or 20th. I hope this will not interfere with your schedule.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

RECEIVED
JUL 17 1950
ENGINEER
COUNTY RELATIONS

NOTED
J. W. CATTRALL

JWC:MM

NOTED
J. W. CATTRALL

Dear John; appreciate your letter; would be here to see you any day you are able to come -

yours -
C. L. Allen

7-10-50 (11:10)

J. [illegible]

[illegible] called from Bend, wanted to talk to you about a project on F.A.S. 329 (Gheeking Co. Rd.). Road has culverts and needs base rock and oiling. Informed him that F.A.S. funds already programmed for 1950, but did not know about 1951. Told him you would write to him to explain the situation and possibly make a date to go over the road with him if you had time.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Oct. 1, 1952

(CONTRACT NO.) 18-3417	(EST. NO.)	(CONTRACTOR)	
3597	4-final	H. G. Wirtz	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17852	R-50542	$ 3,584.65	9/30/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 31, 1952

Time Extensions: Extended to July 31, 1952 without penalty

Completion Date: July 31, 1952

Date Accepted: Sep. 22, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: ~~Sepx~~ Oct. 1, 1952

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: a.q. Wicklander

NOTED ON CARD
10-2-52

RECEIVED
FOR FILING

September 10, 1952

General Casualty Co. of America
Harold A. Johnson Agency
200 S. 6th St.
Grants Pass, Oregon

Gentlemen:

State Highway Contract No. 3597 for construction of maintenance building at Bly, Klamath County, was completed by the contractor, H. G. Wirtz, on July 31, 1952 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,584.65 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $12,787.80, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: General Casualty Co. of America
General Insurance Bldg.
Seattle 5, Wash.
Attn.: Surety Dept.

NOTED ON CARD
9-11-52

RECEIVED
JUN 10 1952
FOR FILING

June 5, 1952

Mr. H. G. Wirtz
2000 Highway 199
Grants Pass, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on May 26, 1952, had under discussion your request for an extension of time of 60 days, from May 31 to July 31, 1952, within which to complete your contract No. 3597 for construction of maintenance building at Bly, Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Wm. E. Chandler,
Division Engineer

M. W. Moore,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
6-5-52 gl

RECEIVED
FOR FILING

April 24, 1952

State Highway Commission

Request for Extension of Time
No. 1
May 26 and 27 meeting.

Gentlemen:

Re: Maintenance Building at Bly
Contract No. 3597
H. G. Virtz, Contractor

Herewith request for an extension of time, from May 31 to July 31, 1952, for the completion of the maintenance building at Bly in Klamath County.

The contractor made every effort to keep this work within the time allowed, but the weather has been such that we have had to recommend to him that he discontinue work until suitable conditions prevail. It is recommended that the extension be granted without penalty to the contractor.

This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached
OSP:gm

RECEIVED
FOR FILING
[illegible]
3597

December 4, 1951

Mr. H. G. Wirtz
2000 Highway 199
Grants Pass, Oregon

Dear Sir:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3597 which was awarded to you on November 8, 1951 by the State Highway Commission, for construction of maintenance building at Bly in Klamath County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded [illegible]

RECEIVED
NOV 15 1951
FOR FILING

November 13, 1951

Mr. H. G. Wirtz
2000 Highway 199
Grants Pass, Oregon

Dear Mr. Wirtz:

The State Highway Commission on November 8, 1951 warded you Contract No. 3597 for the Bly maintenance building, Klamath County. This award was based on your low bid of $1[illegible],694.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc: H. G. Smith
S. H. Probert
G. S. Paxson
State Industrial Acc. Com.

RECEIVED
1951
FOR FILING
FORM E-30 25M 11-50 44701

2597

Bly

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1951

SUBJECT: Bly Maintenance Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith two copies of Vicinity Map 1R1-439 showing the proposed location of the Bly Maintenance Station on a new site located on the east side of Station 2153 to 2157 on the Klamath Falls-Lakeview Highway in Bly.

This site was located by Mr. Jones and Mr. Swift and option was taken by Mr. Cozad and we understand the option has been approved by Mr. Williams and is being processed by the Right of Way Department for presentation to the Commission for their approval October 12. Mr. Cozad took two pictures of the site and according to his report Bly City water is available on the property.

If possible, we recommend that bids be called for opening October 12, the same date that the Real Estate Option would normally be approved. An additional month's delay in the contract of this building will be a serious handicap to the contractor who tries to complete it this fall.

Inasmuch as we were informed that aluminum roofing would not be available after October 1, we have prepared a Requisition for the aluminum roofing needed for the Bly building and have ordered it shipped to Mr. Jones at Klamath Falls for storage until the contractor is ready to construct the roof. We are charging the roofing to Mr. Jones' holding account and when the contract prefix is known, he can transfer the charges to the contract prefix. Seventy sheets of roofing were ordered, the cost of which will be approximately $5,000.

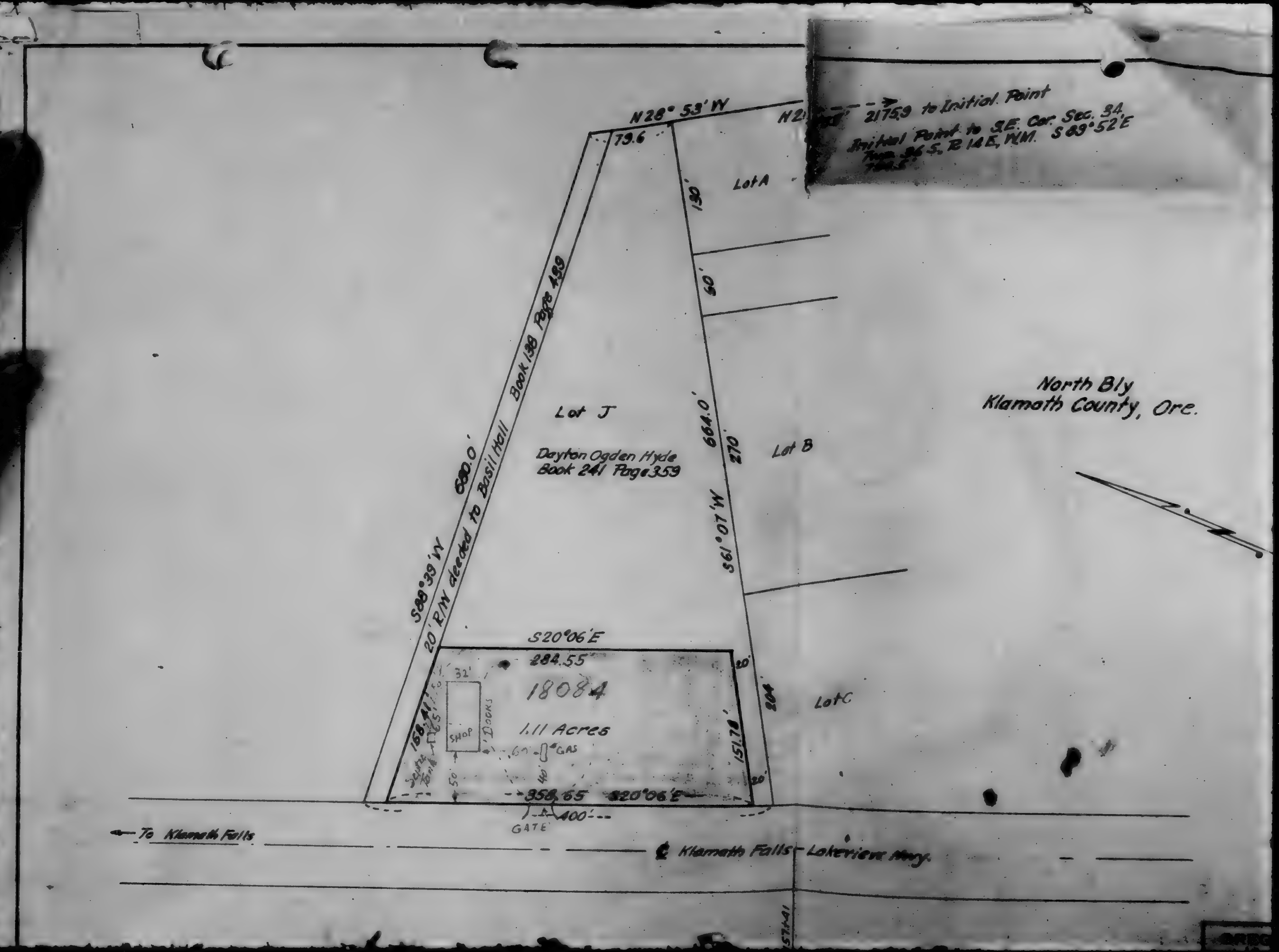
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

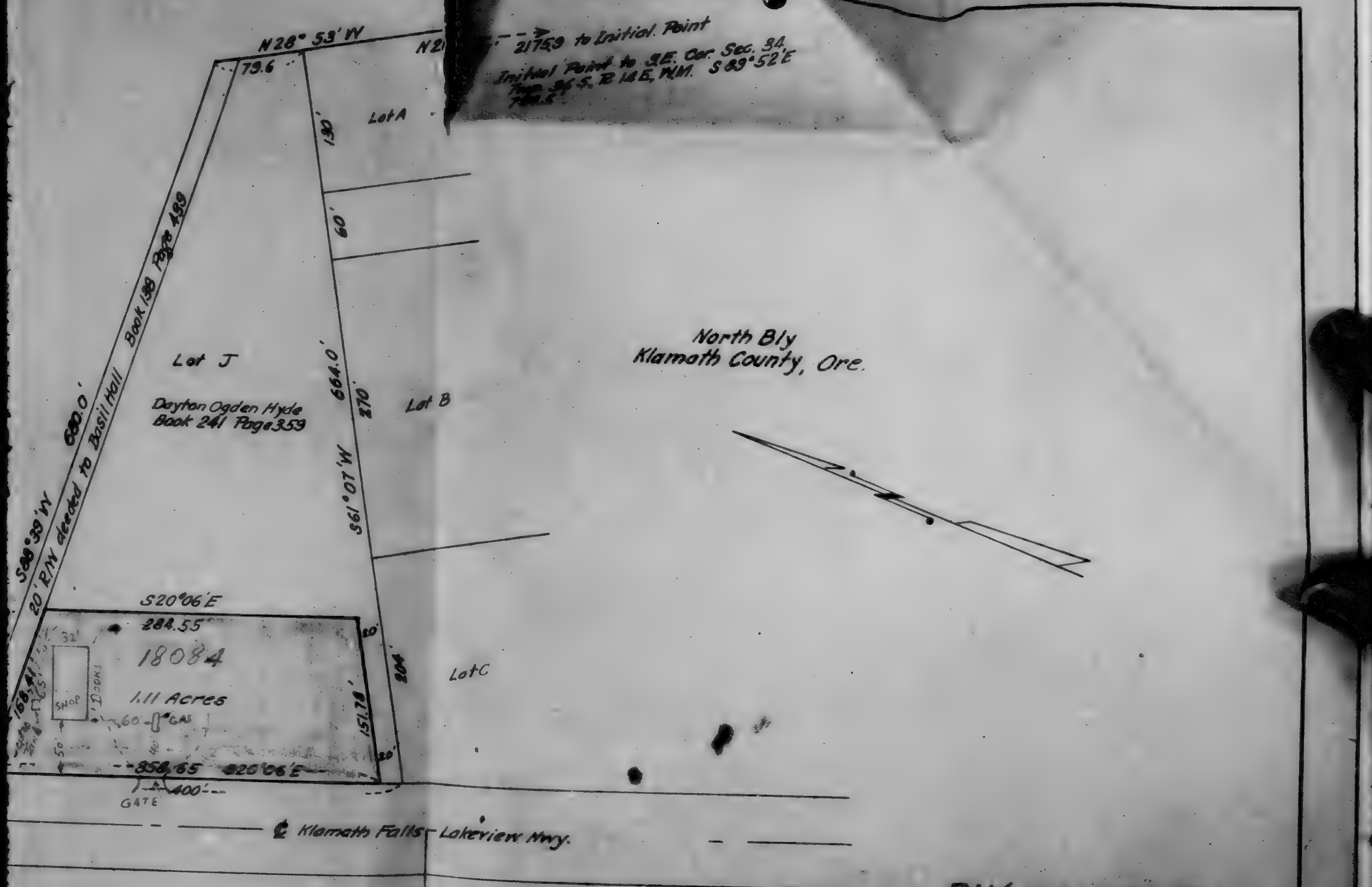
file

NOTED
W. W. STIFFLER

IAD/db
Encls.
cc: W. [illegible] Chandler
S. P. Jones
G. S. Paxson

N28° 53' W
79.6
N2
2175.9 to Initial Point
Initial Point to S.E. Cor. Sec. 34
Twp. 36 S. R 14 E. W.M. S 89°52'E
Lot A
130'
60'
Lot J
Dayton Ogden Hyde
Book 241 Page 359
S88°39'W 680.0'
20' R/W deeded to Basil Hall Book 138 Page 439
664.0'
270
S61°07'W
Lot B
North Bly
Klamath County, Ore.
S20°06'E
284.55
32'
18084
SHOP
DOORS
1.11 Acres
GAS
168.41
Septic Tank
65'
50
40'
60
358.65 S20°06'E
151.78
20'
20'
204
Lot C
400'
GATE
To Klamath Falls
℄ Klamath Falls - Lakeview Hwy.
157+41

1R-1-439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Lot J
Dayton Ogden Hyde
Book 241 Page 359
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20' R/W deeded to Basil Hall Book 138 Page 489
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270
S61° 07' W
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Klamath County, Ore.
S20°06'E
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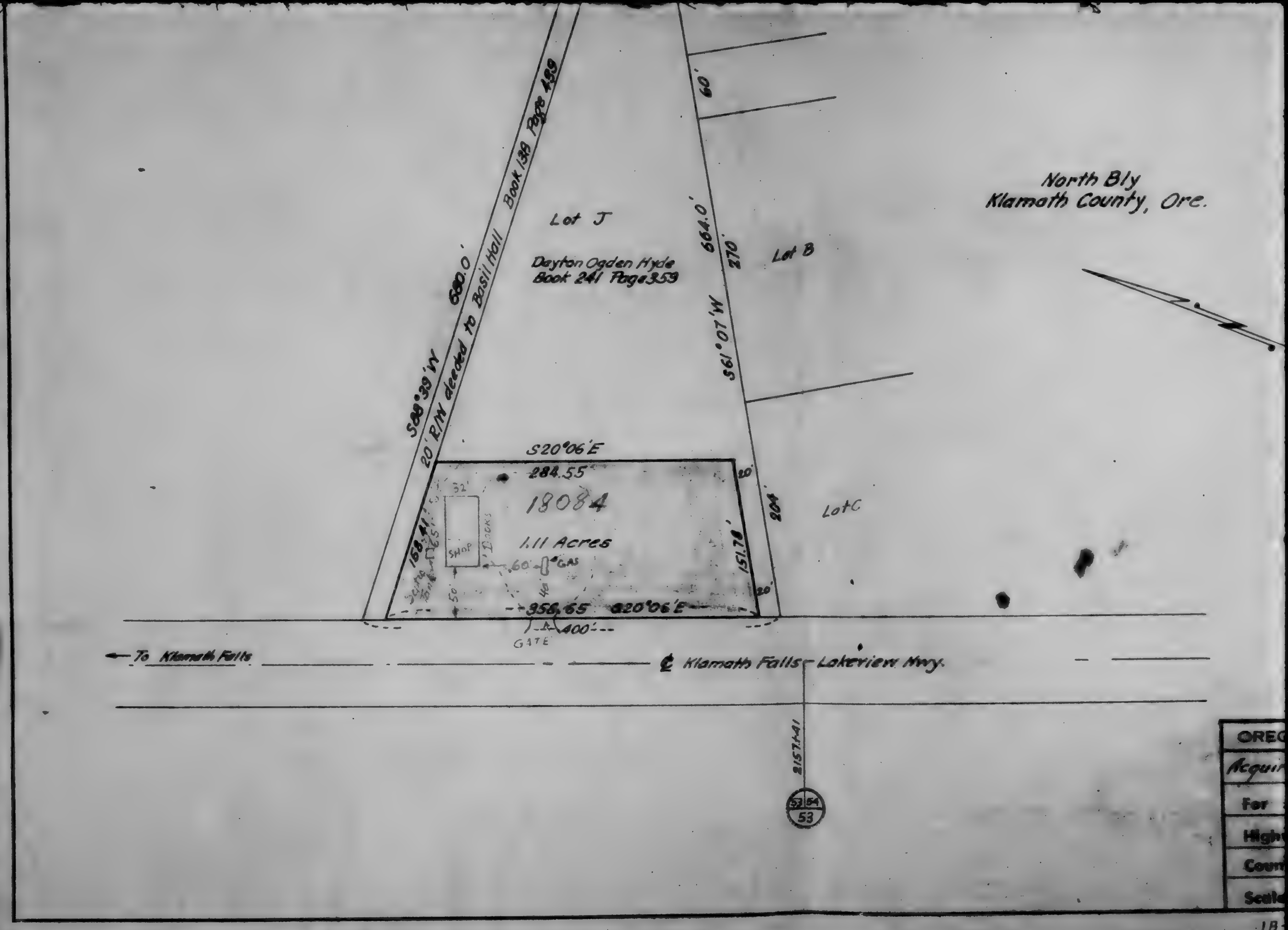
℄ Klamath Falls - Lakeview Hwy.

BLY MAINT. STA

OREGON STATE [illegible]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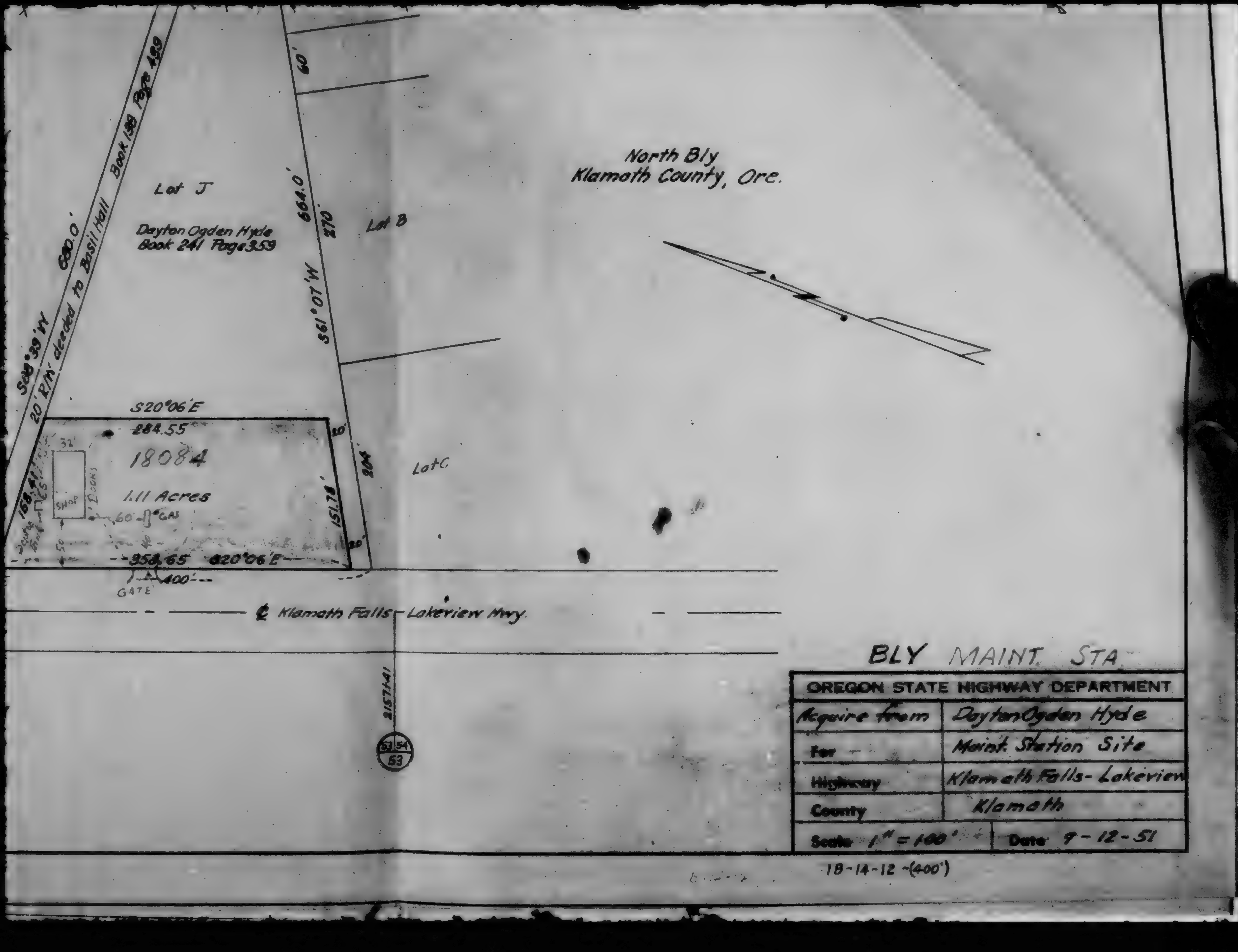
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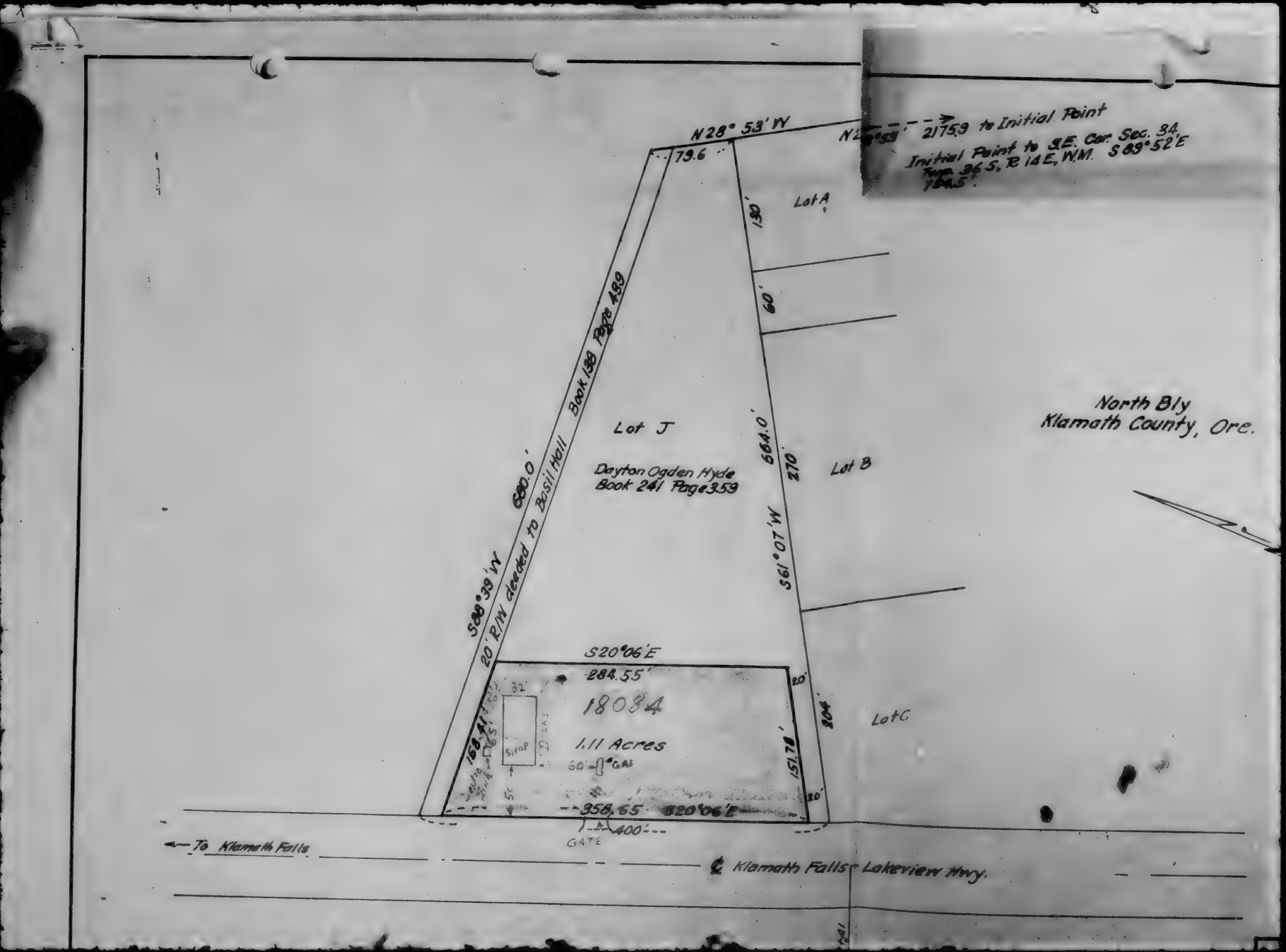
BLY MAINT. STA.

OREGON STATE HIGHWAY DEPARTMENT	
Acquire from	Dayton Ogden Hyde
For —	Maint. Station Site
Highway	Klamath Falls-Lakeview
County	Klamath
Scale 1" = 100'	Date 9-12-51

1B-14-12-(400')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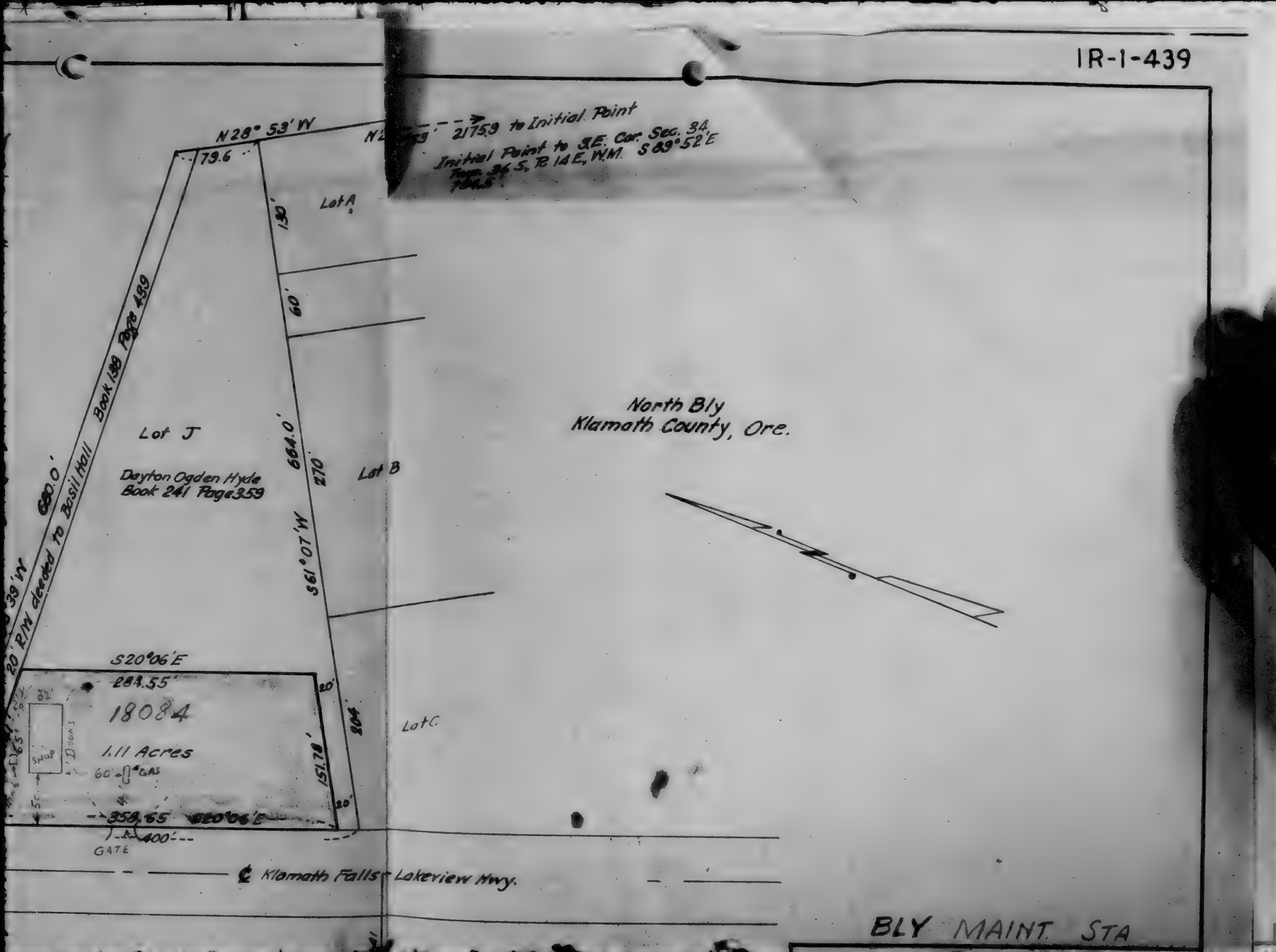
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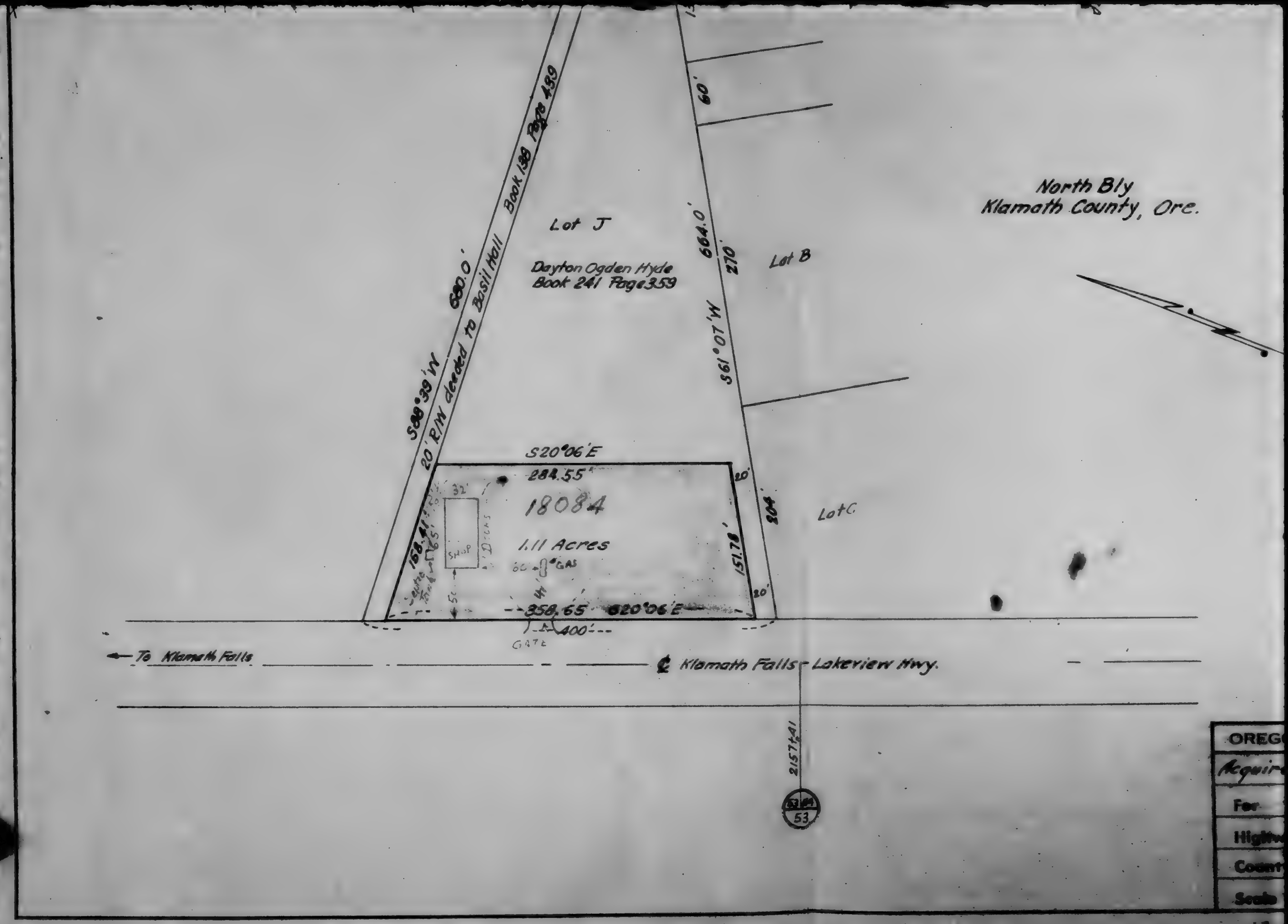
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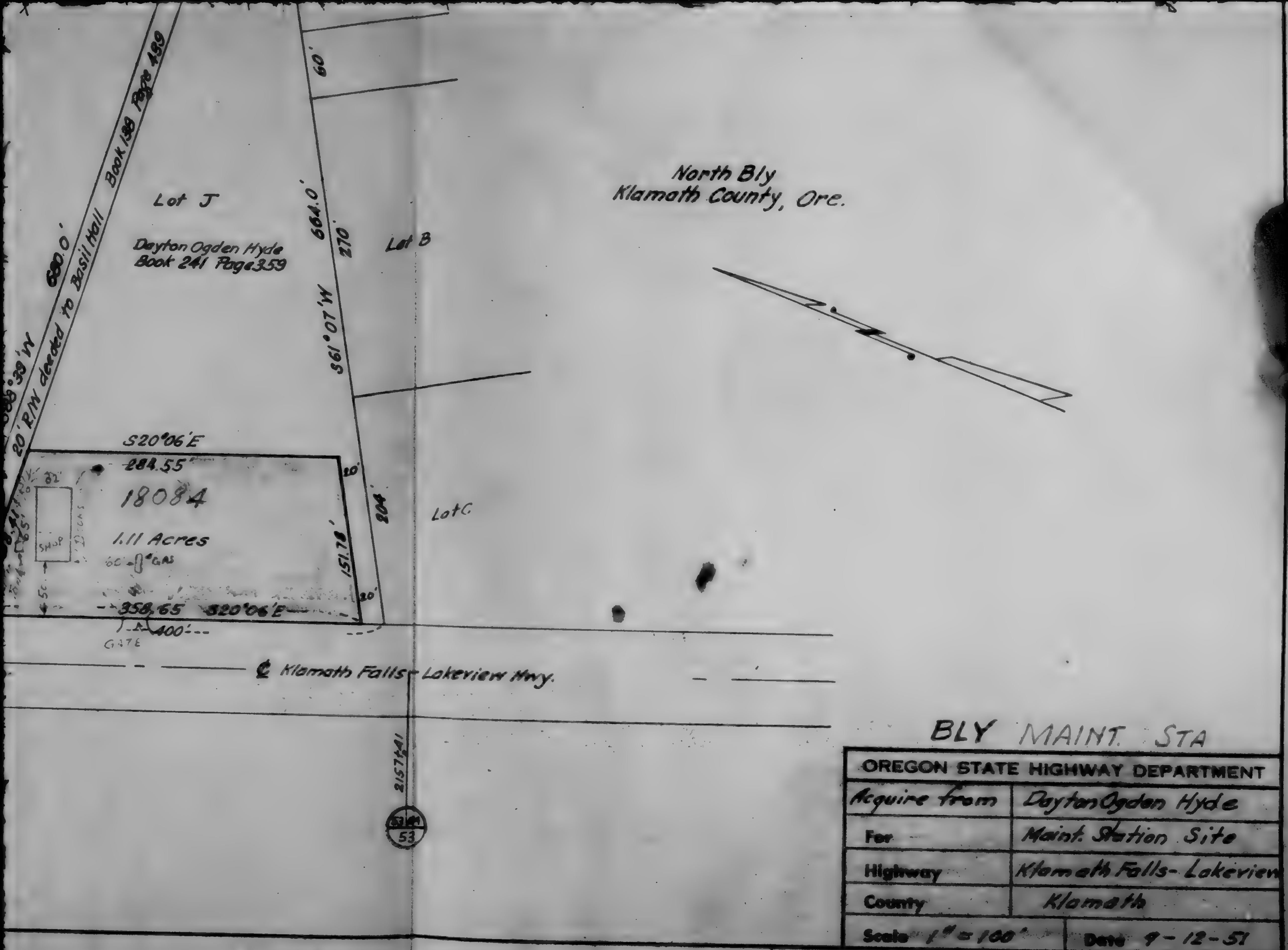
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Lot C
℄ Klamath Falls-Lakeview Hwy.
2157+41
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BLY MAINT. STA

OREGON STATE HIGHWAY DEPARTMENT	
Acquire from	Dayton Ogden Hyde
For	Maint. Station Site
Highway	Klamath Falls-Lakeview
County	Klamath
Scale 1" = 100'	Date 9-12-51

1B-14-12-(400')

RECEIVED
AUG 3 1951
FOR FILING

[illegible]

[illegible]

August 1, 1951

Oregon State Highway Commission

Gentlemen:

Our 1951 budget included funds for the construction of new standard maintenance station buildings at nine locations, including Ely, Heppner, and Harper. Due to an emergency; namely, a fire at Shaniko, which destroyed our rented quarters, we received authority to transfer the funds budgeted for Ely to construct a standard building at Shaniko. [illegible]

Since we have been unable to secure satisfactory building sites at either Harper or Juntura in Division 5, I recommend transfer of funds for one of those stations for the construction of a standard building 32' x 52' at Ely, at the estimated cost of $[illegible]. We have a suitable state-owned site at Ely.
15,000

This item will be on the agenda for the next meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. M. H. Hawke

WWS:me er

EIVED
FOR FILING
FORM E-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1951

SUBJECT: Maintenance Sites

To: Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

We have word from Mr. Chidsey that it would be agreeable with them if we wish to transfer funds from Heppner or Juntura to cover the construction of the maintenance building at Bly. He states that he has Mr. Coffey checking on the possibility of purchasing a maintenance site immediately east of the new county shops. He hopes that this property can be secured in time to get construction underway this year (at Heppner)

He also states that they do not seem to be able to find ground suitable to be purchased at Juntura; however, he plans to spend some time in Juntura soon to study the matter further. 32' x 52' 15000

We recommend that the Bly maintenance building be substituted at this time for the Juntura building with the understanding that the Juntura building will be scheduled in the 1952 budget.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj

NOTED
W. W. STIFFLER

VED
FOR FILING

Salem, Oregon
July 10, 1951

Mr. I. A. De France

Referring to your report under date of July 2 on the Bly Maintenance Station headquarters building, I would suggest that you advise Division Engineer Chidsey of the necessity for the same and that it will be necessary to finance the building by transferring the funds budgetted for either Heppner or Juntura. Possibly Mr. Chidsey can make a choice within the next 30 days.

W. W. Stiffler

WWS:er

FORM E-30 28M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1951

SUBJECT: Bly Maintenance Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Mr. Collier recently returned from a trip throughout Central Oregon, during which he inspected the Klamath Falls-Lakeview in company with Mr. Chandler and Mr. Jones. He reports that they are all in agreement now that Bly should be a permanent section headquarters and that we should proceed with the construction of a maintenance building. Up to now, there has been some question and disagreement as to the proper location of the permanent section headquarters on this highway.

I attach a sketch map showing a state-owned stockpile site at Bly, which for a time, was used for a truck scale. Mr. Collier has located thereon his recommended location for a permanent building. This building is set with the doors facing the south and far enough away from the pavement that there will
650' — a minimum of 1,000 feet of sight distance on the highway. Inasmuch as we have been unable to locate a satisfactory maintenance station site at Juntura or Heppner, it appears that we will be unable to construct either of these buildings this year. We recommend, therefore, that we obtain authority to proceed with the construction of a proposed maintenance building at Bly.

At the previous meeting we were of the opinion that there was still some question as to the eventual selection of Bly as a permanent section headquarters and also under the impression that we would be able to proceed with the construction of the buildings at Heppner and Juntura, Inasmuch as conditions have developed contrary to these expectations, we recommend that the above change be authorized.

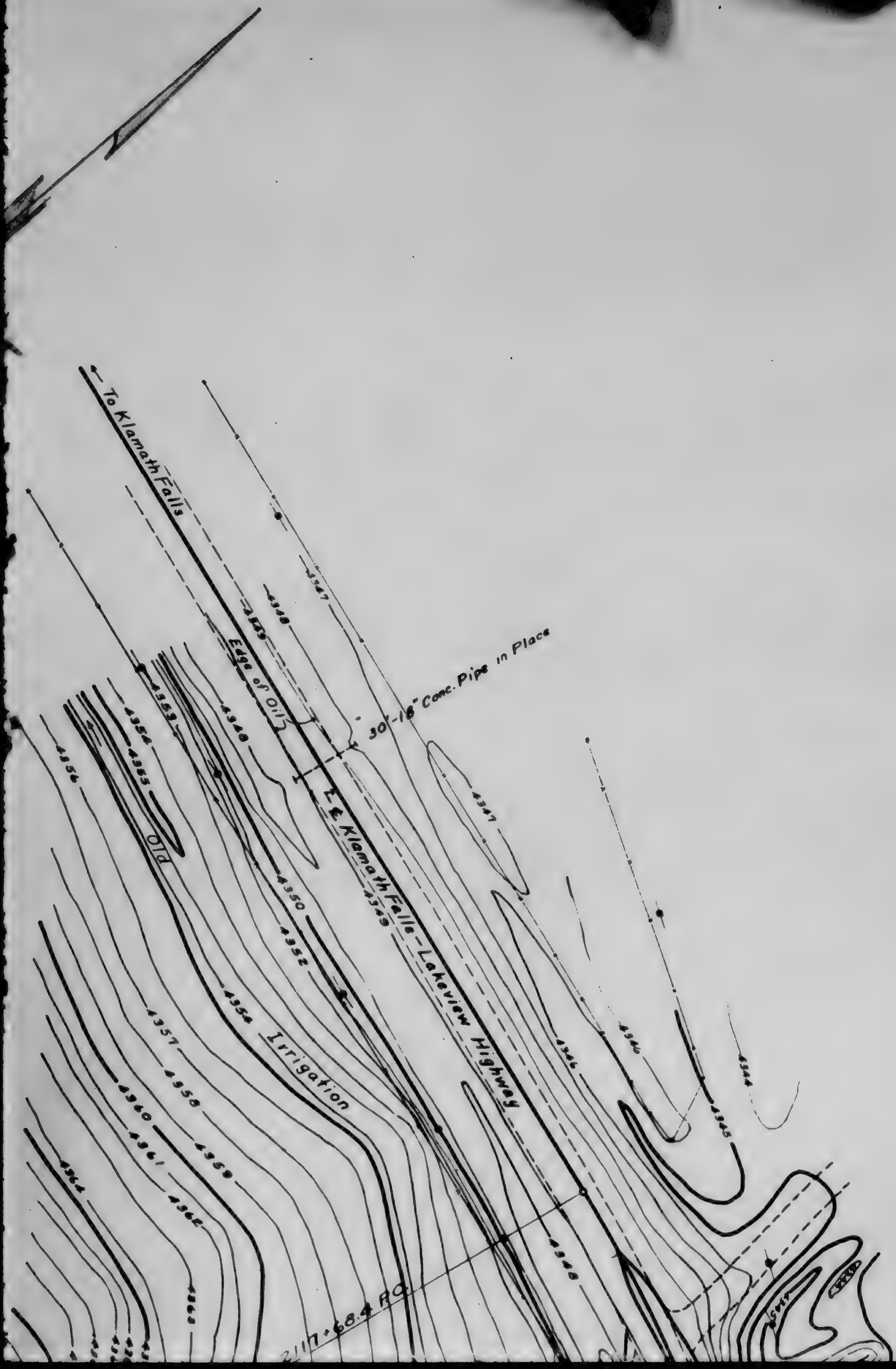
Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj
Encl.
cc W. E. Chandler - Encl.
S. P. Jones - Encl.

NOTED
W. W. STIFFLER

Hold for Aug Mtg


To Klamath Falls
Edge of Oil
30'-18" Conc. Pipe in Place
℄ Klamath Falls-Lakeview Highway
Old Irrigation
2117+68.4 P.C.
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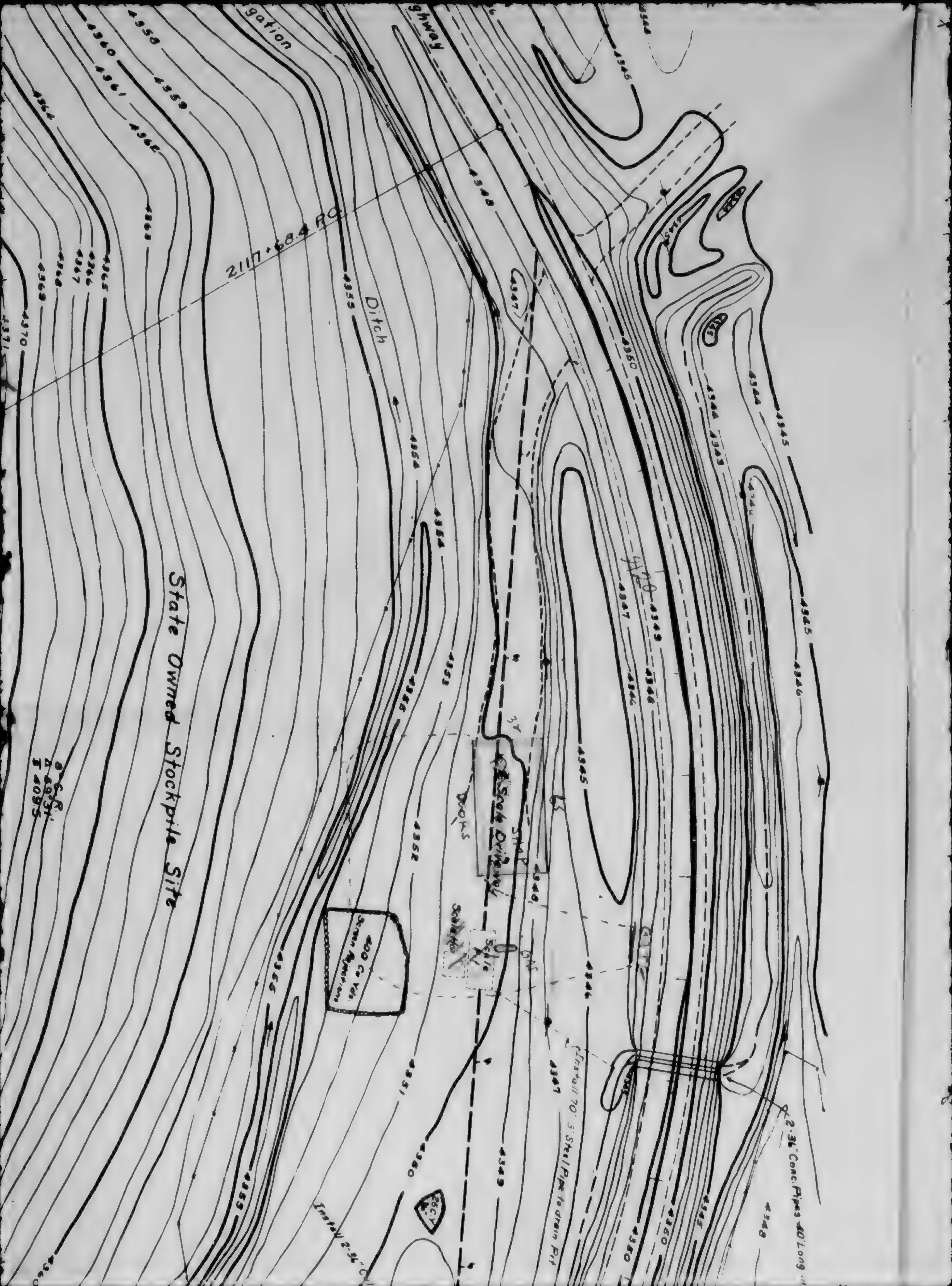

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2117+68.4 P.C.
Ditch
State Owned Stockpile Site
B.C.R.
Δ 8°31'
T 4095
400 Cu Yds. Screen Rejections
Scale Driveway
SHOP
DOCKS
Scale
GAS
H2O
Install 70' 3" Steel Pipe to drain Pit
2-36" Conc. Pipes 40' Long
Install 2-36" C
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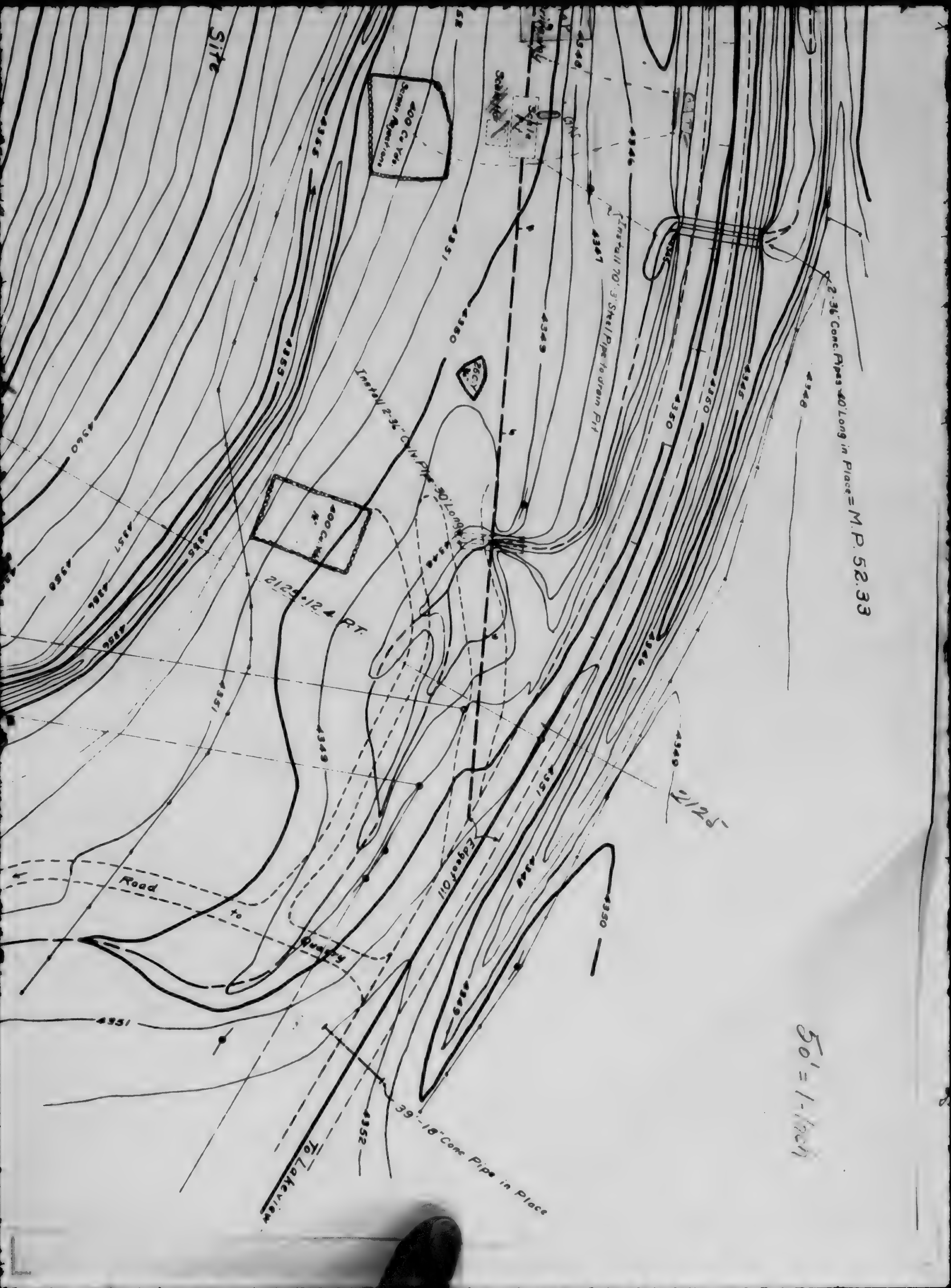
Site
400 Cu Yds. Screen Operations
Install 70' 3" Steel Pipe to drain Pit
2-36" Conc. Pipes 40' Long in Place = M.P. 52.33
26 C.Y.
Install 2-36" Culv. Pipe 30' Long
400 Cu. Yds.
2125+12.4 RT.
2125
Edge of Oil
Road to Quarry
39'-18" Conc Pipe in Place
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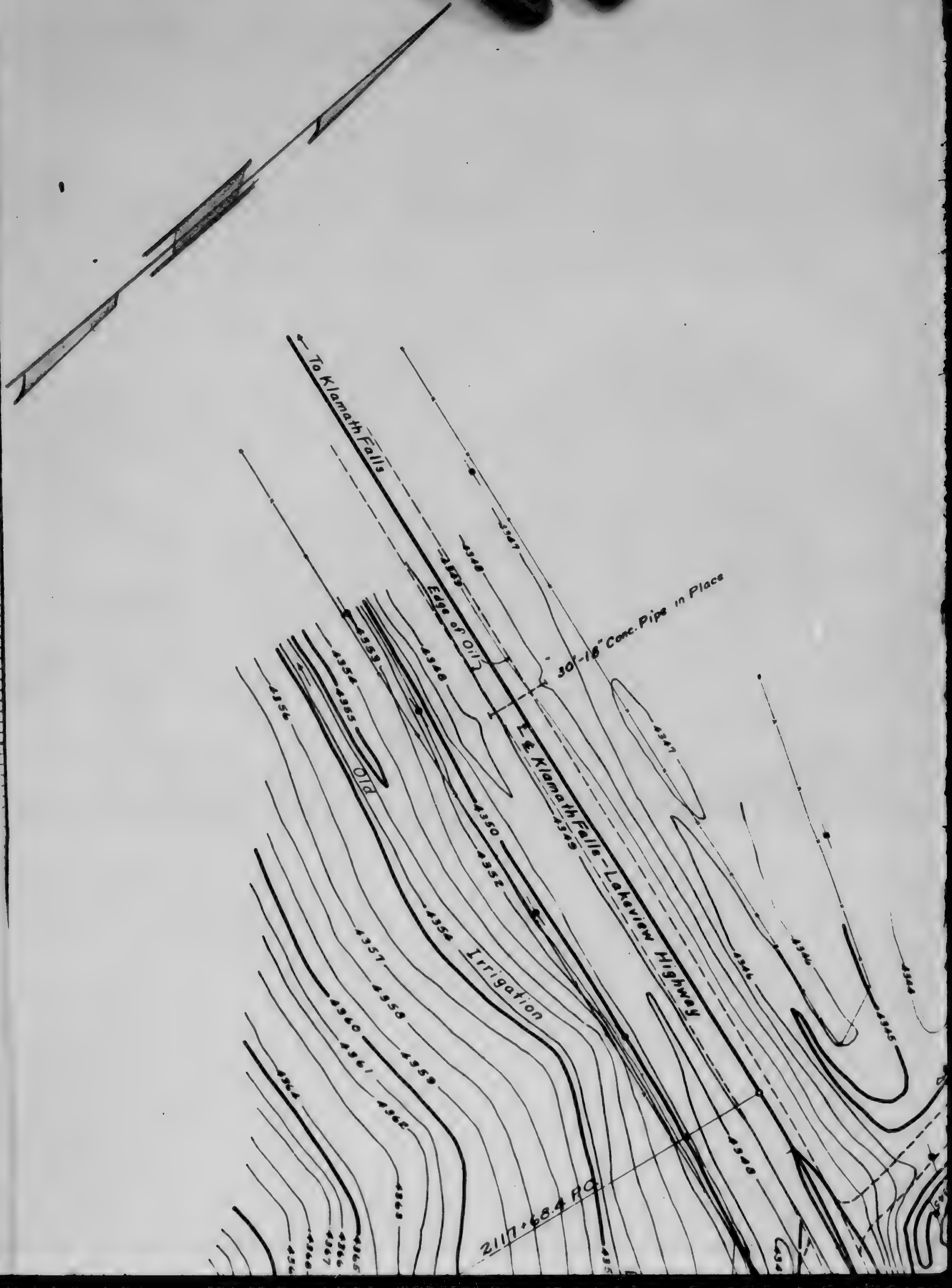
50' = 1 inch


← To Klamath Falls
Edge of Oil
30'-18" Conc. Pipe in Place
℄ Klamath Falls - Lakeview Highway
Old
Irrigation
2117+68.4 P.C.
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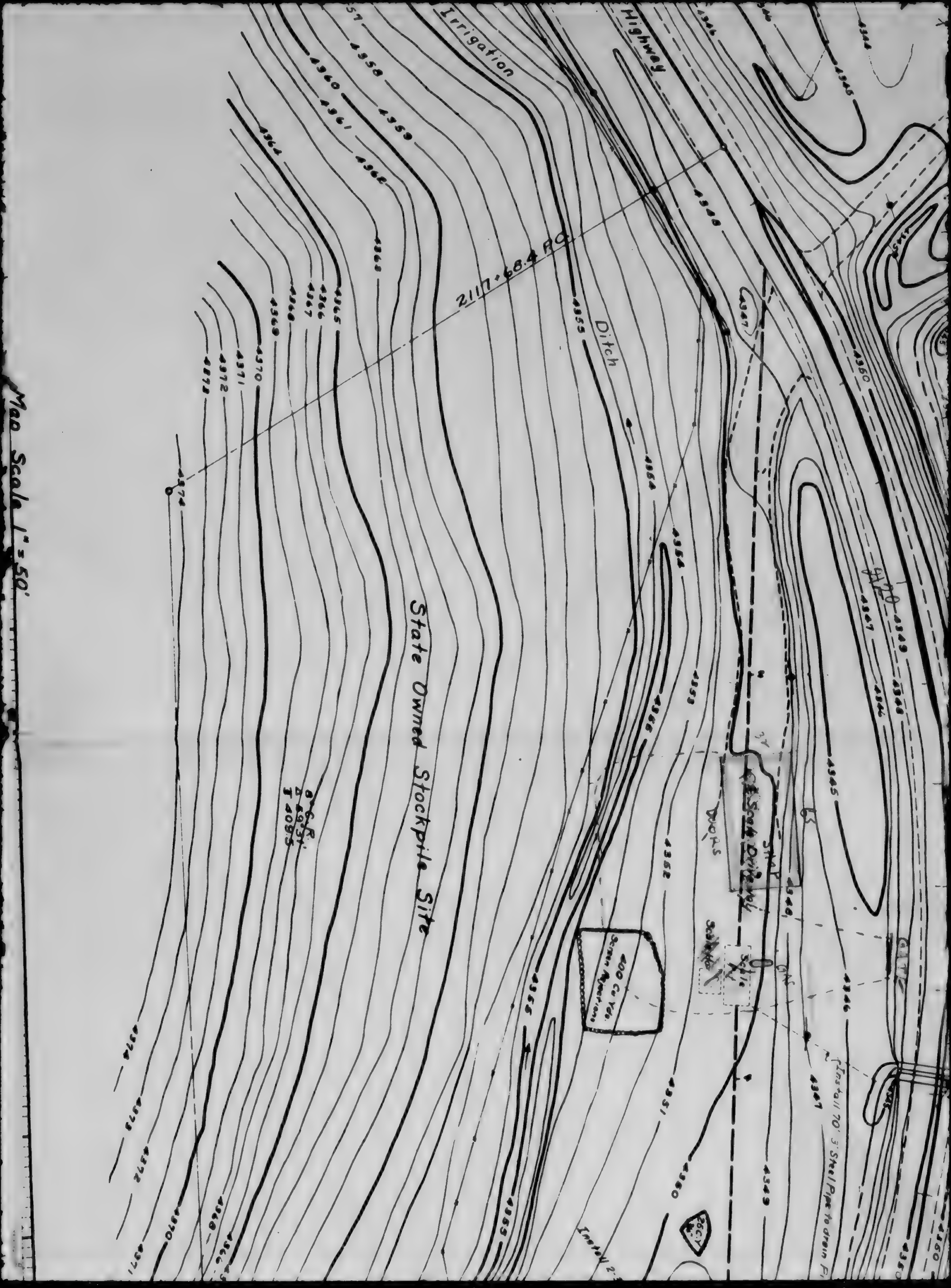
Irrigation
Highway
Ditch
2117+68.4 P.C.
State Owned Stockpile Site
Map Scale 1" = 50'
400 Cu Yds. Screen Rejections
Scale Driveway
Shop
Doors
Scale
Gas
H2O
Install 70' 3" Steel Pipe to drain Pi
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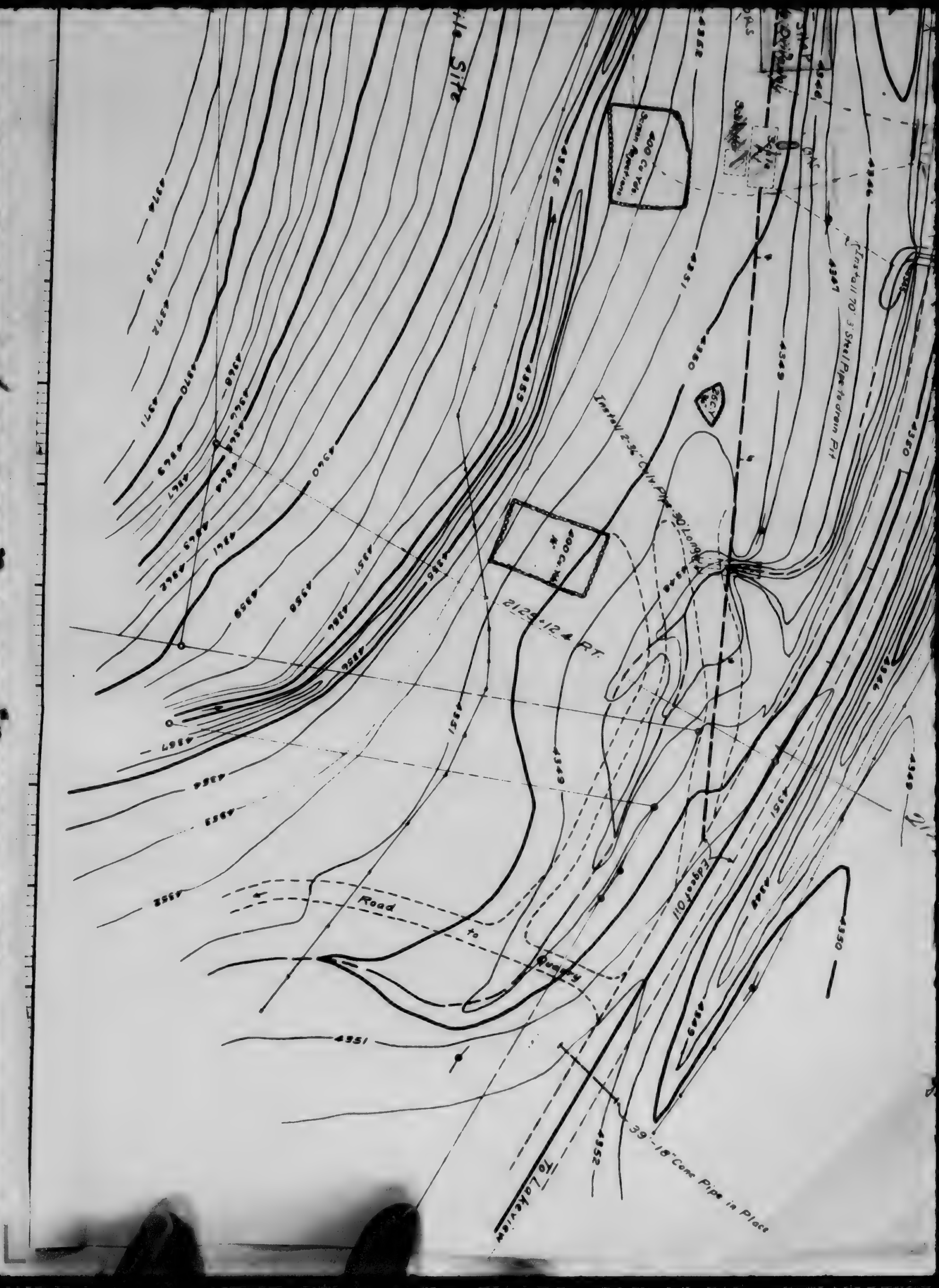
Site
400 Cu Yds. Sewer Absorbtions
Install 70' 3' Steel Pipe to drain Pit
Install 2-36" C.M. Pipe 30' Long
400 Cu Yds
2125+12.4 RT.
Edge of Oil
Road to Quarry
4351
39'-18" Conc Pipe in Place
To Lakeview
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RECEIVED
1952
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
Sep. 8, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
26- ~~16346~~ 3598	Est 6-Final	C. M. Corkum Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16346	R-48913	$ 1,213.91	9/8/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: April 30, 1952

Time Extensions: Extended to July 30, 1952 without penalty

Completion Date: July 30, 1952

Date Accepted: Aug. 18, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-9-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed: SEP 9

NOTED ON CARD

RECEIVED
AUG 19 1952
FOR FILING

3598

August 14, 1952

General Casualty Company of America
Dooly and Company, Agents
Board of Trade Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3598 for work performed on the construction of a maintenance building in Sylvan in Multnomah County was completed by the contractor, C. M. Corkum Company, on July 30, 1952, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,213.91 will be released to the contractor after acceptance by the Commission. The total contract amount is $14,417.40, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md

cc - General Casualty Company of America
General Insurance Building
Seattle 5, Washington

Attention: Surety Dept.

[illegible]

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FOR FILING

May 9, 1952

C. M. Corkum Co.
2630 Second Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on April 21, 1952, had under discussion your request for an extension of time of 90 days, from April 30 to and including July 30, 1952, within which to complete your contract No. 3598 for construction of maintenance building at Sylvan in Multnomah County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: A. G. Skelton,
Division Engineer

Marshall Dresser,
Resident Engineer

G. S. Paxson,
Bridge Engineer

NOTED ON CARD
5-9-52, gl

RECEIVED
APR 15 1952
FOR FILING

3598

April 9, 1952

Request for extension of time
No. 1
April 21-22 meeting

State Highway Commission

Gentlemen:

Re: Sylvan Maintenance Building
Contract No. 3598
C. H. Corkum Company,
Contractor

Herewith application for an extension of time to and including July 30, 1952, for the completion of the maintenance building at Sylvan on the Sunset Highway in Multnomah County.

This project should have been completed on April 30, 1952. The building, however, is being built on a site which required leveling up and filling by the grading contractor on the adjacent contract. Because of weather conditions this fill was not completed so that the building contractor could proceed with his work.

In view of these conditions it is recommended that the extension be granted without penalty to the contractor. This is a State Project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

GSP:gm

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FORM E-30 25M 3-51 47196

3598

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1951

SUBJECT: State Highway Contract No. 3598
C. M. Corkum Co.

To:

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

I return herewith a letter received by you from Harry G. Smith, having reference to State Contract No. 3598 with C. M. Corkum Co.

This letter meets the requirements of our recent correspondance to the C. M. Corkum Co., in so far as Mrs. Smith is concerned. However, we should have a letter from the Company itself, collaborating Mrs. Smith's statement. If you will refer to your copy of my letter to C. M. Corkum Co., you will find that letters both from the Company and from Mr. Smith were requested.

Upon receiving such a letter from the Company, it would be proper to omit Mr. Smith's name from the contract.

Yours very truly,

C W Enfield
C. W. ENFIELD
Chief Counsel

CWE: jfw

Enc.

REFERRED TO
Jewett
BY SECRETARY

[illegible] the contract signed?
[illegible] did we get the ltr from the Corkum Co.?
M.O. 2-19-52

NOTED
H B GLAISYER

RECEIVED

State of Oregon
Highway Commission
Salem, Oregon

December 3, 1951

Gentlemen:

This is to advise you that I am neither a partner in the firm of C. M. Corkum Co. nor a principal upon State Contract No. 3598. I merely signed the proposal form as Attorney-In-Fact during Mr. Corkum's absence.

Due to the fact the contract was made including my name, I was informed it would probably be in order to sign it.

I am employed by C. M. Corkum Co. as an estimator and also carry the title of Attorney-In-Fact for just such occasions as this.

Very truly yours,

Tony Smith

NOTED

Mr. Enfield

FORM E-123X 25M 9-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
M. H. HAWKE
AUDITOR
H. B. GLAISYER
SECRETARY

November 30, 1951

C. M. Corkum Co.
2630 S. W. 2nd Avenue
Portland, Oregon

Re: State Contract No. 3598
Job No. 7504, Prefix No. 26-3405
Maintenance Building at Sylvan

Attention: Mr. C. M. Corkum

Gentlemen:

This will acknowledge receipt of the letter of November 28, 1951, addressed to the Oregon State Highway Commission and signed by yourself in behalf of C. M. Corkum Co. and by James . Bayless in behalf of the General Casualty Company of America, wherein you state that Mr. Smith is not a partner of the C. M. Corkum Co. and request the contract and bond forms to be corrected so as to delete his name as being a member of the partnership.

We are unable to determine from your letter as to whether or not Mr. Smith is also a principal as far as the contract with the State is concerned. Merely because Mr. Smith is not a member of the partnership would not indicate that he did not join with C. M. Corkum Co. in a joint adventure in bidding upon the state project, and thereby would properly be a principal to the contract with the State.

We will appreciate being advised as to the status of Mr. Smith, both with respect to C. M. Corkum Co. and State contract No. 3598. On the bid proposal form in the blanks provided for setting forth the names of all persons and parties interested in the proposal as partners or principals, there was set forth in addition to the names of Mr. C. M. Corkum and Marion L. Corkum the name of Mr. Harry G. Smith, and Mr. Harry G. Smith signed the proposal form for C. M. Corkum Co., and ostensively upon the face of the proposal it would certainly appear that Mr. Smith represents himself to be a partner of the C. M. Corkum Co.

In addition to your letter setting forth the status of Mr. Smith's bond with respect to the partnership and State Contract No. 3598, it will be necessary for us to have a letter from Mr. Smith advising that he is not a member of the C. M. Corkum Company, and that he is not a principal upon State Contract No. 3598 before we can delete his name as a contracting party.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - General Casualty Company
H. B. Glaisyer

[illegible]

RECEIVED
FOR FILING
26-[illegible]
[illegible]

December 4, 1951

C. M. Corkum Co.
2630 Second Avenue
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3598, which was awarded to you on November 8, 1951 by the State Highway Commission, for construction of maintenance building at Sylvan in Multnomah County. This copy is for your records and files.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/[illegible]

RECEIVED
NOV [illegible] 1951
FOR FILING

November 13, 1951

C. M. Corkum
2360 S. W. Second Avenue
Portland, Oregon

Dear Mr. Corkum:

The State Highway Commission on November 8, 1951 awarded you Contract No. 3598 for the Sylvan maintenance building in Multnomah County. This award was based on your low bid of $14,273.00 submitted on that date.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

Contract forms will be sent to you for execution within a few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ls
Enc.
cc: H. G. Smith
S.H. Probert
G.S. Paxson
State Industrial Acc. Comm.

RECEIVED
1 - 1951
FOR FILING

September 26, 1951

Oregon State Highway Commission

Gentlemen:

Our 1951 maintenance station improvement budget includes $34,000 to construct a standard equipment storage headquarters building at Multnomah and at Newberg. At Newberg we have as yet been unable to secure a suitable building site and propose to defer this work until next year.

As a result of our investigation at Multnomah, advise that we could find nothing there, but we have obtained a suitable building site at Sylvan adjacent to US 99W, which location is perhaps more advantageous than Multnomah. Authority is hereby requested to transfer the funds budgeted for both Multnomah and Newberg to construct a standard concrete block building 28' x 130' at Sylvan, at the total estimated cost of $29,000, supported by the following detail:

Estimated contract construction cost	$20,440	
Plus 12½ per cent for engineering and contingencies	2,560	
Subtotal		$23,000
State Force Work as Follows:		
Road approach and culvert	$ 400	
Grading and drainage	1,400	
Surfacing	1,200	
Oiling	1,000	
Fencing	800	
Gas and kerosene, pumps and tanks	1,200	
Subtotal		$ 6,000
Total		$29,000

This item will be on the agenda for the October meeting.

Very truly yours,

R. H. Baldock
State Highway Engineer

WWS:er me
cc Mr. W. C. Williams
Mr. W. W. Stiffler
Mr. M. H. Hawke

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1951

SUBJECT: Sylvan Maintenance Station

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Further reference is made to the proposed Maintenance Station to be built at Sylvan.

The Bridge Department has furnished us an estimate of cost for the building 28' x 130', $23,000 including engineering. In addition to the contract construction of the building there will be State Force work consisting of grading, surfacing and oiling, construction of gasoline, kerosene pumps, tanks and canopy, construction of road approach, fences and gate and a small amount of landscaping estimated to cost a total of $6,000, making a total estimated cost of the Maintenance Station $29,000.

Inasmuch as we are advised that aluminum roofing will not be available after October 1, we are ordering aluminum roofing, nails, ridge roll and mastic to be shipped to Milwaukie for storage until the contractor is ready to construct the roof. This is being charged to Mr. Johnson's holding account and he can transfer the cost to the building prefix on the contract prefix. The cost of the roofing will be approximately $1,000.

Very truly yours,

I A DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

IAD/db
cc: G. S. Paxson
A. G. Skelton
A. E. Johnson

FORM E-30 25M 8-50 42299

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1951

SUBJECT: Sylvan Maintenance Station

To:
Mr. W. W. Stiffler
Assistant State Highway Engineer

Dear Sir:

Herewith sketch map submitted by Mr. A. G. Skelton showing the proposed location of the maintenance station building to be built at Sylvan.

The building proposed is a standard block building with aluminum roofing and up-lift doors 28'x130', with a standard shop unit on the north end and eight storage bays with the doors facing to the west. The major portion of the building and all of the footings will be located on solid original ground. The fill now under construction by contract may settle some; however, this should have little effect upon the building. The ground is being graded to elevation 730, the floor of the building should, therefore, be approximately 731.

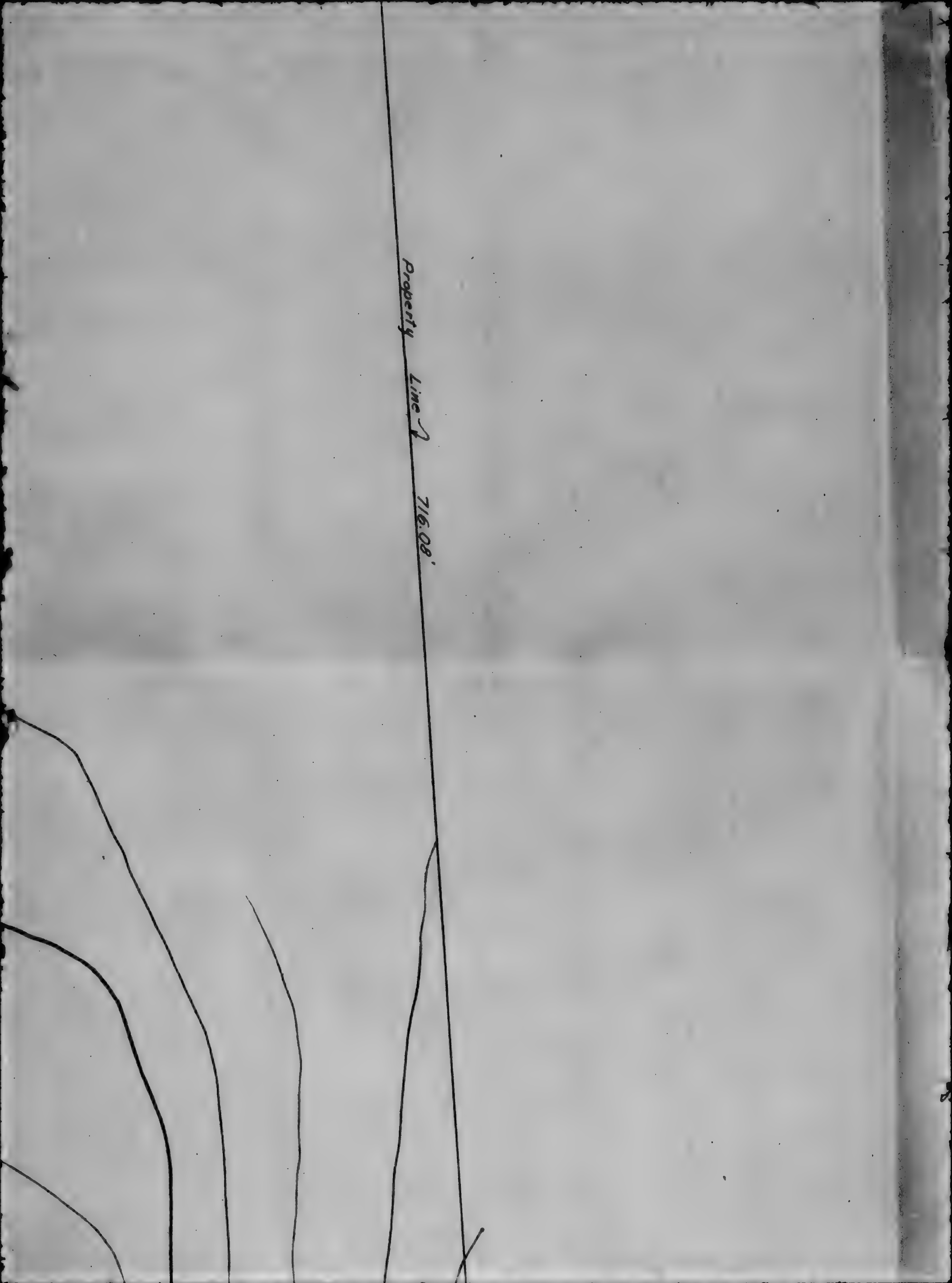
Water and power are both available and should be installed by the building contractor. A septic tank should be installed and included in the contract also. Such grading, surfacing, fencing, road approach construction as is necessary, will be performed by state forces.

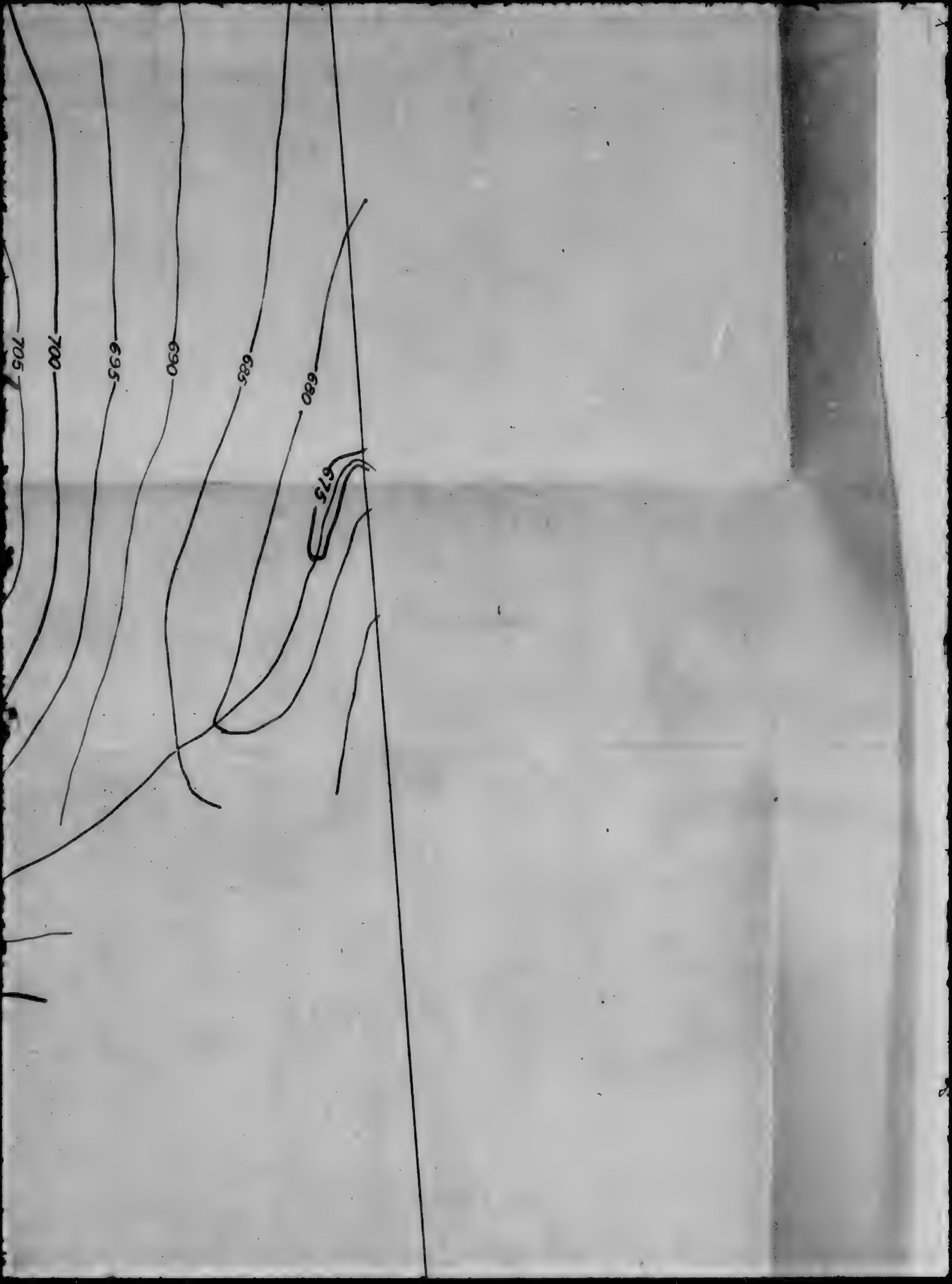
We would like very much to obtain authority from the Highway Commission to advertise this building and call for bids at the earliest opportunity. As explained in my letter of April 25, a maintenance building for the Multnomah crew was included in the 1951 Maintenance Station Improvement Budget in the amount of $17,000. For numerous reasons, it has been proposed to relocate this maintenance crew at Sylvan and to increase the size of the building to accommodate the section crew, the extra gang and bridge crew. This will, no doubt, cost more than was set up in the 1951 Budget allotment; however, there was also a similar amount set up for a maintenance station to be located at Newberg. To date we have been unable to locate a suitable and satisfactory site for the Newberg headquarters. We suggested therefore that the two items of $17,000 be combined to cover the cost of the larger building to be constructed at Sylvan at this time with the understanding that the Newberg building be included in the 1952 Budget.

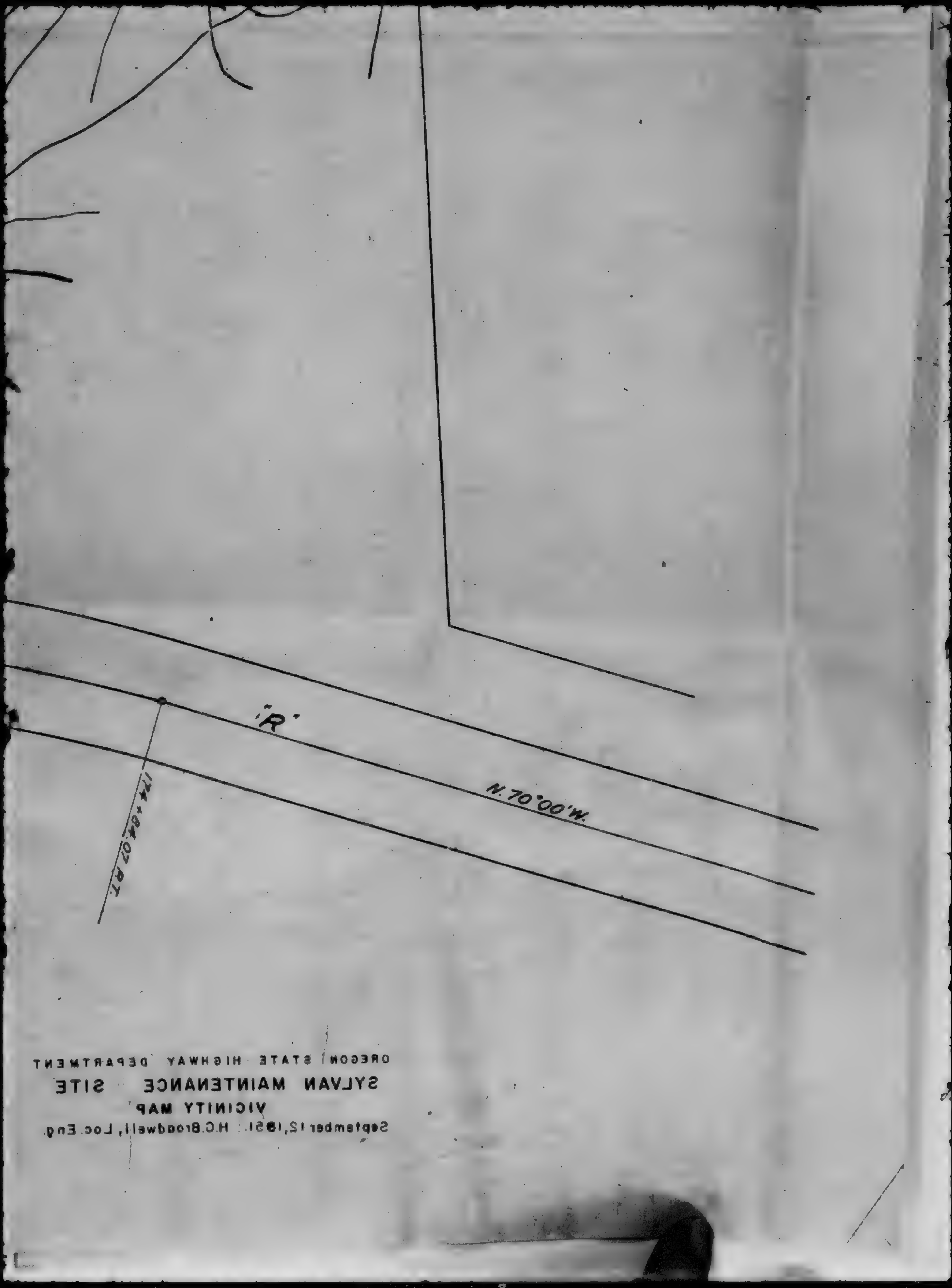
Very truly yours,

I A DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

IAD/bj
Encl.

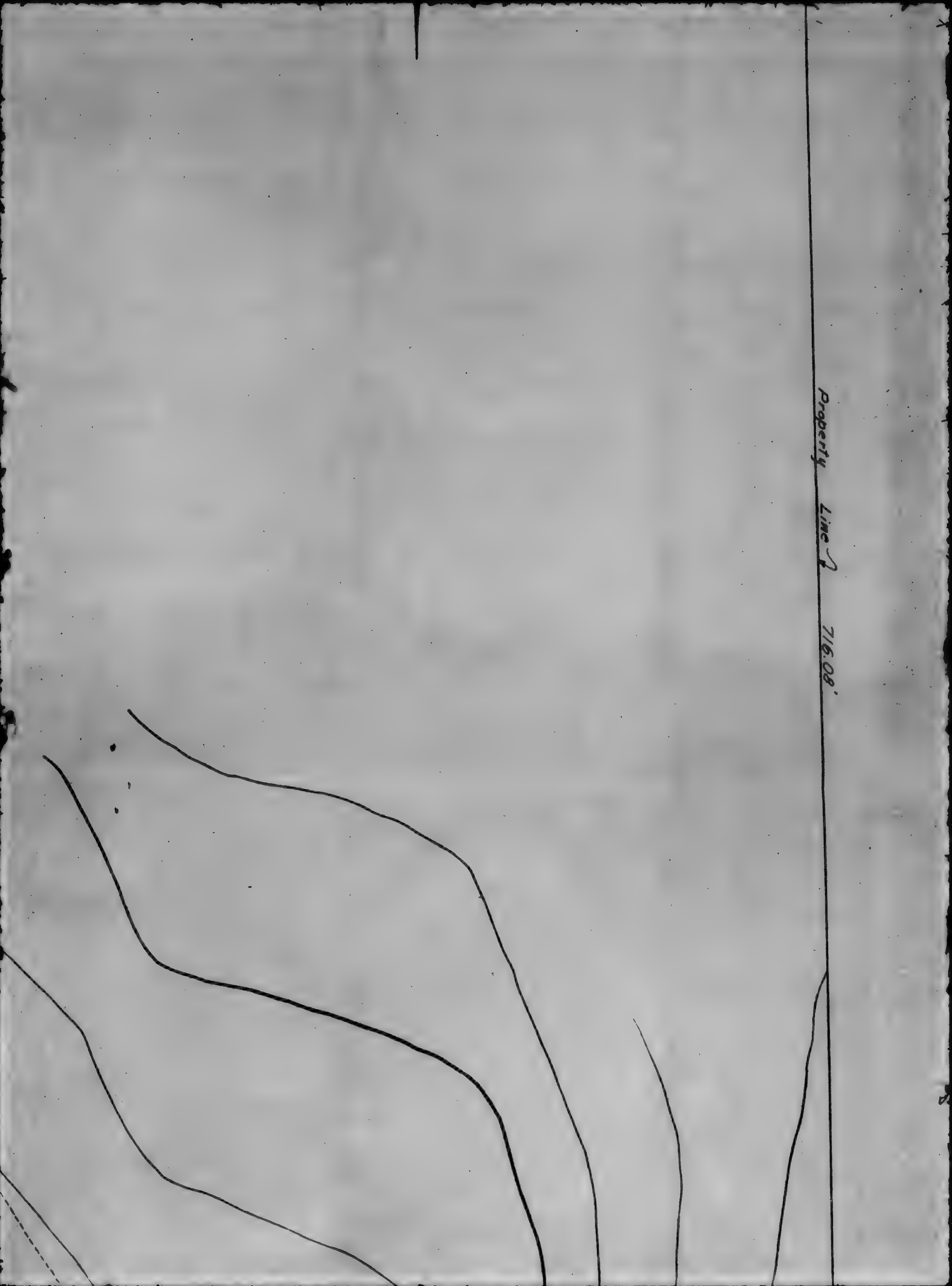

Property Line
716.08'

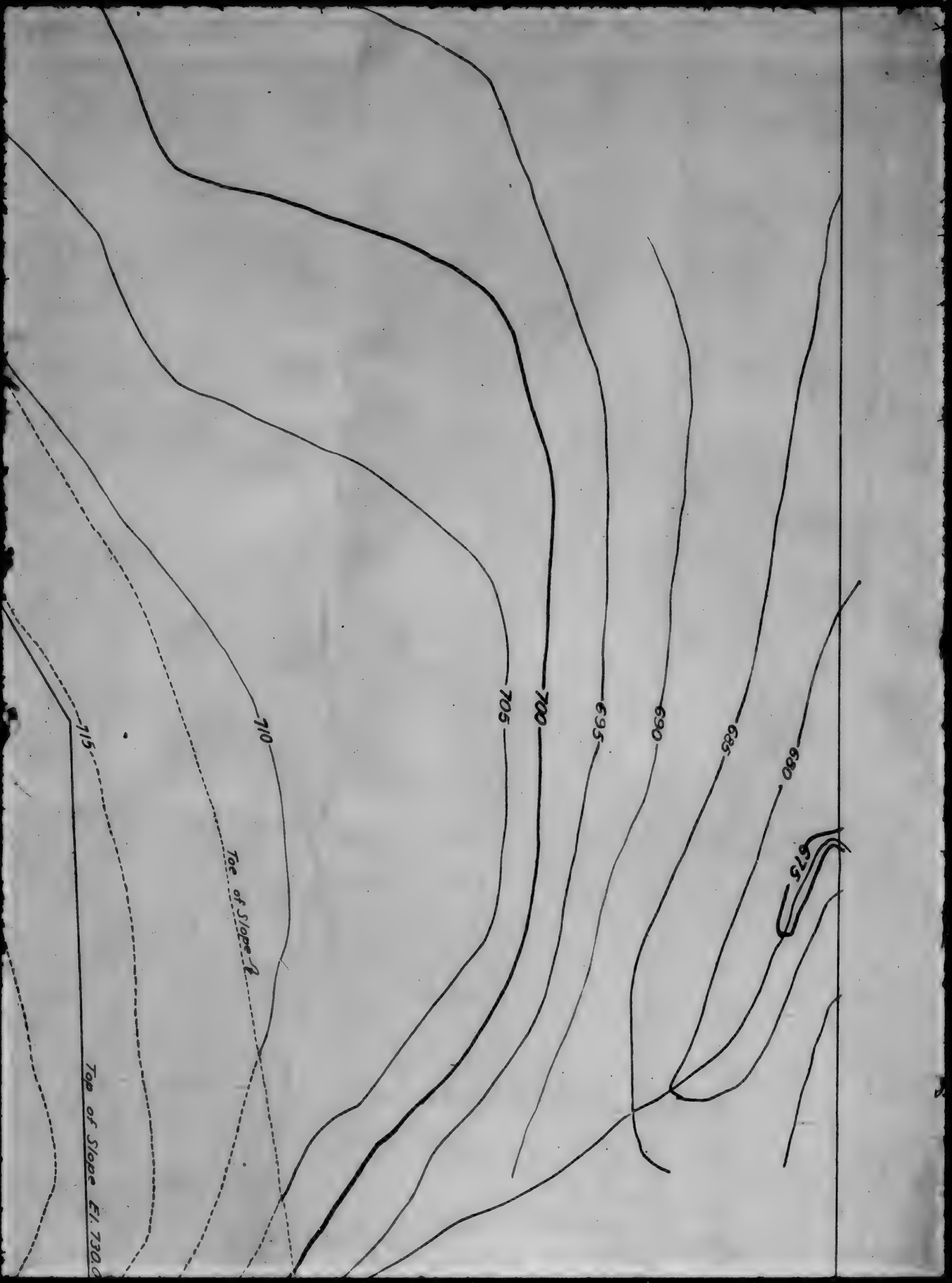

705
700
695
690
685
680
675

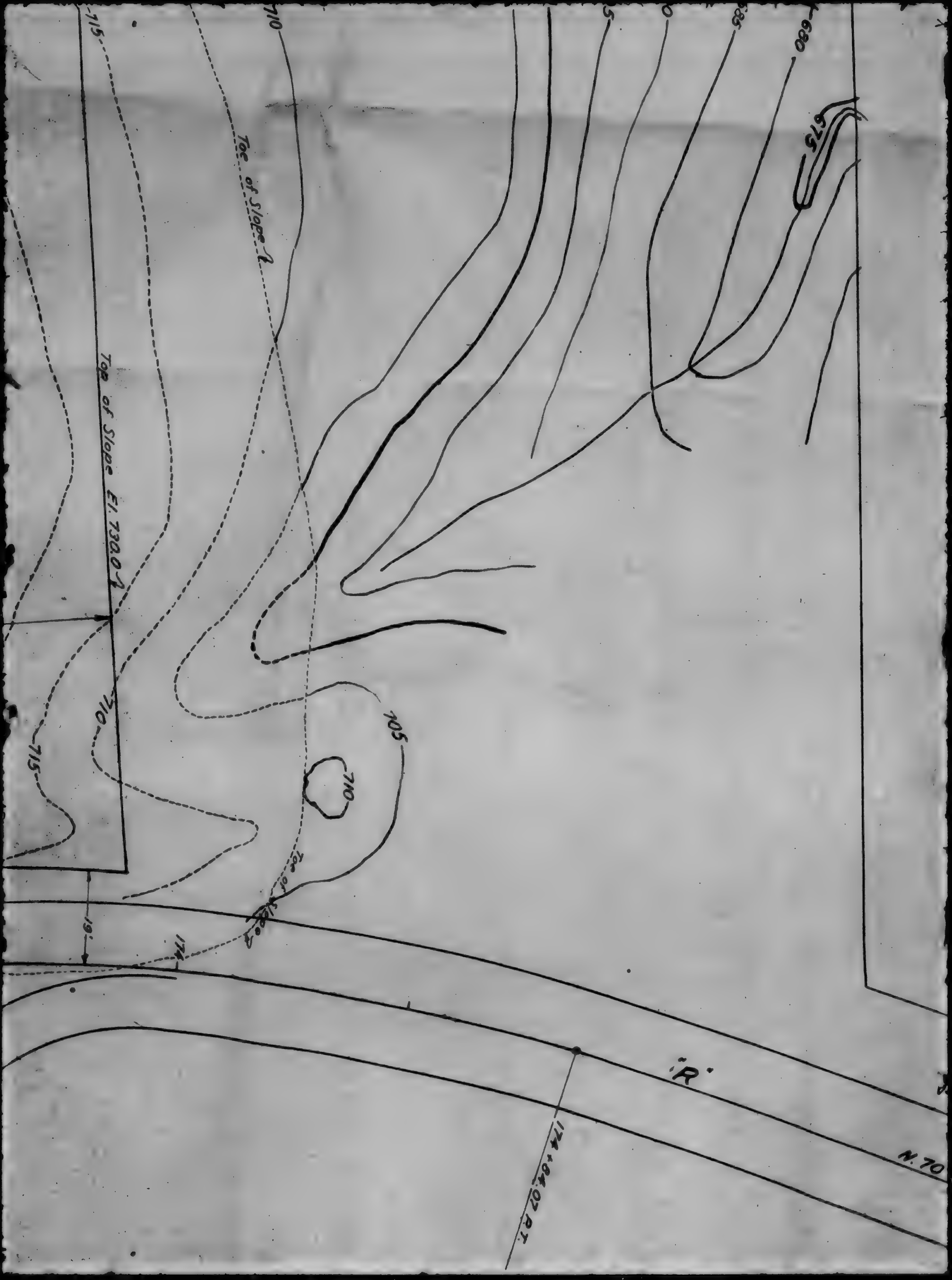

"R"
N.70°00'W.
174+84.07 Rt.

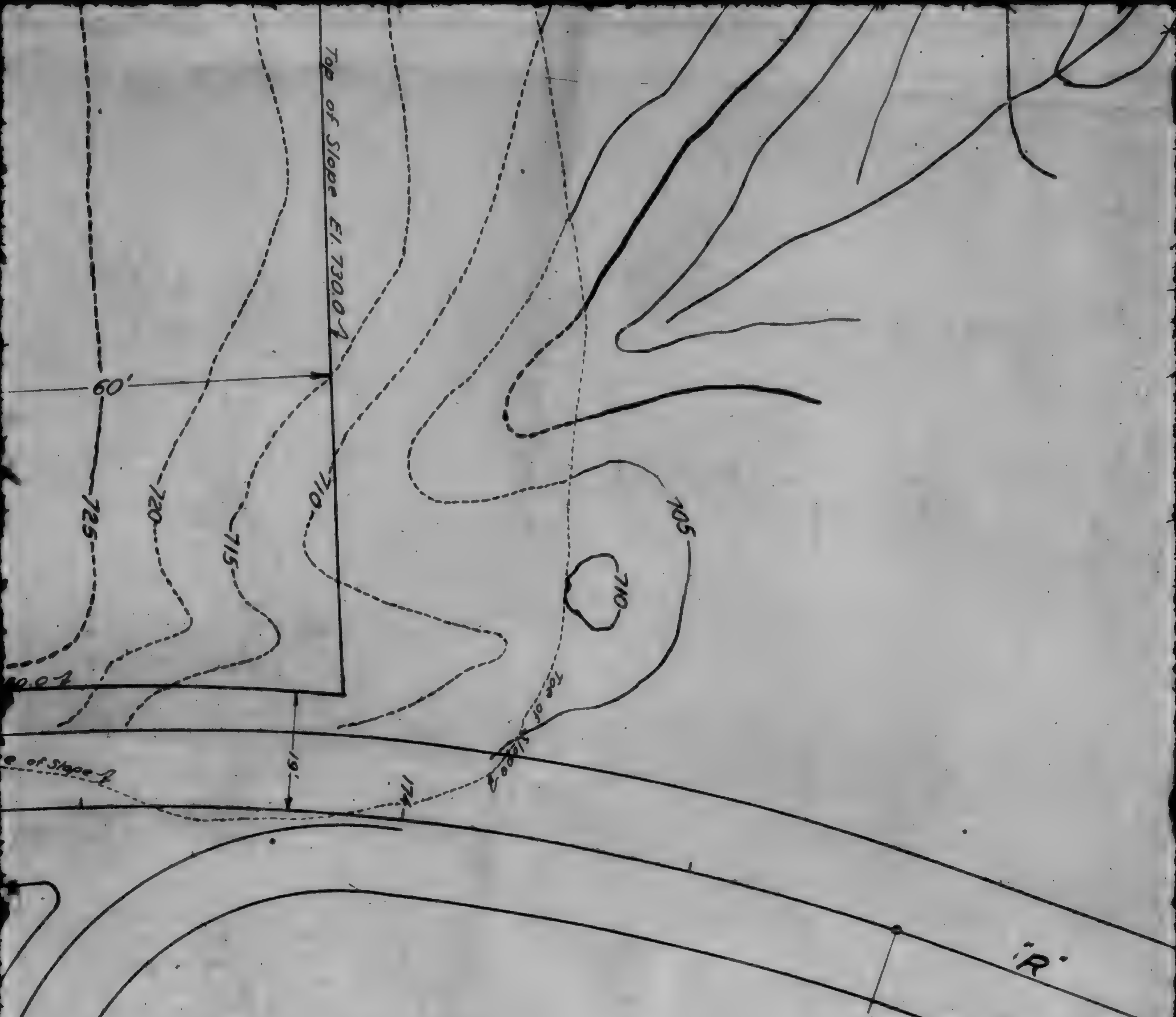
OREGON STATE HIGHWAY DEPARTMENT
SYLVAN MAINTENANCE SITE
VICINITY MAP
September 12, 1951. H.C.Broadwell, Loc.Eng.

Property Line
Proper


Property Line
716.08'


715
710
705
700
695
690
685
680
675
Toe of Slope ℄
Top of Slope El. 730.0


715
710
5
0
85
680
675
Toe of Slope
Toe of Slope El. 730.0
710
715
705
710
Toe of Slope
19'
174
"R"
174+84.07 P.T.
N.70


Top of Slope El. 730.0 ℄
60'
725
720
715
710
705
710
19'
174
Top of Slope ℄
e of Slope ℄
"R"
174+84.07 P.T.

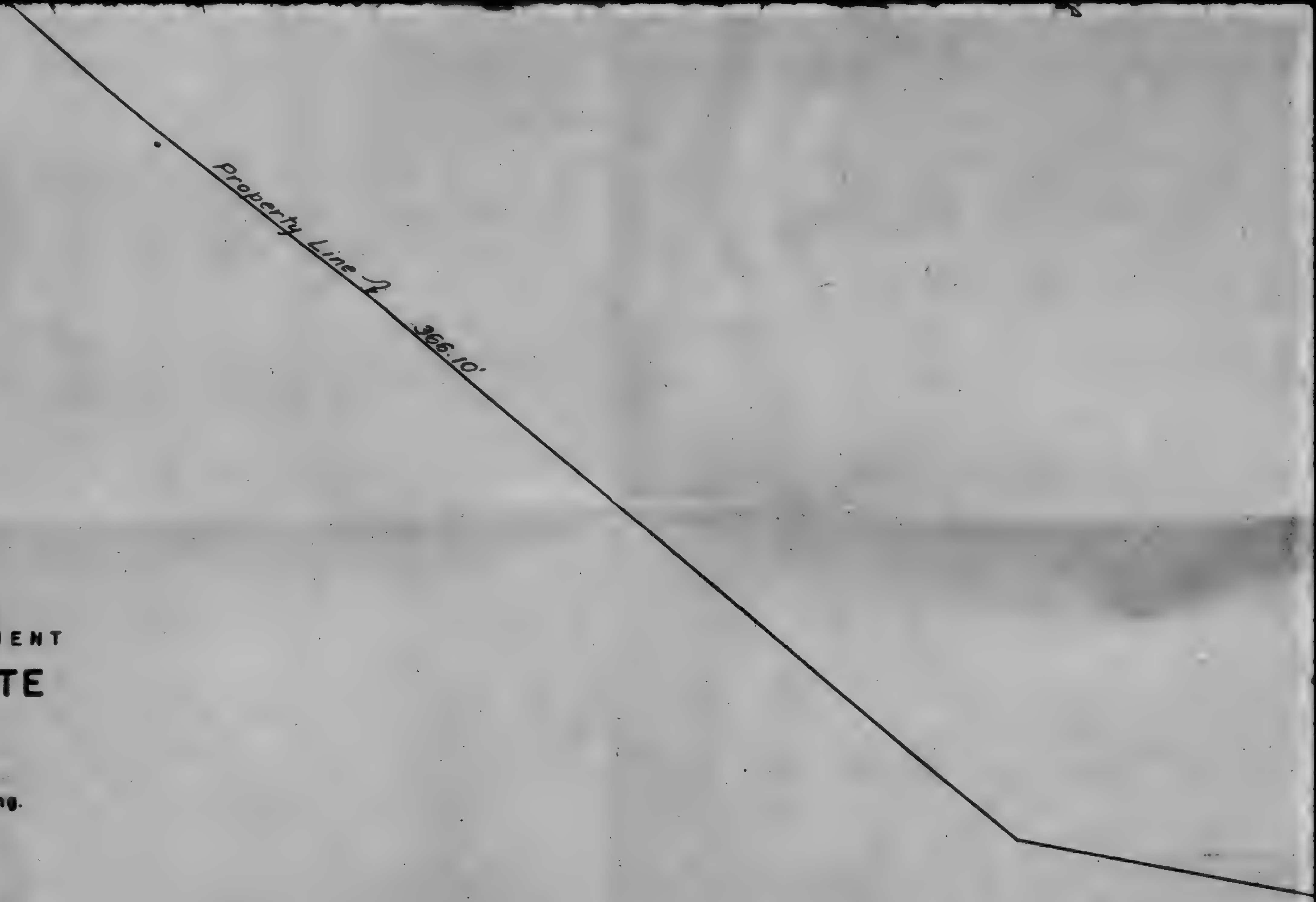
OREGON STATE HIGHWAY DEPARTMENT

SYLVAN MAINTENANCE SITE

VICINITY MAP

Scale: 1" = 20 ft.

September 12, 1951. H.C. Broadwell, Loc. Eng.


Property Line
366.10'

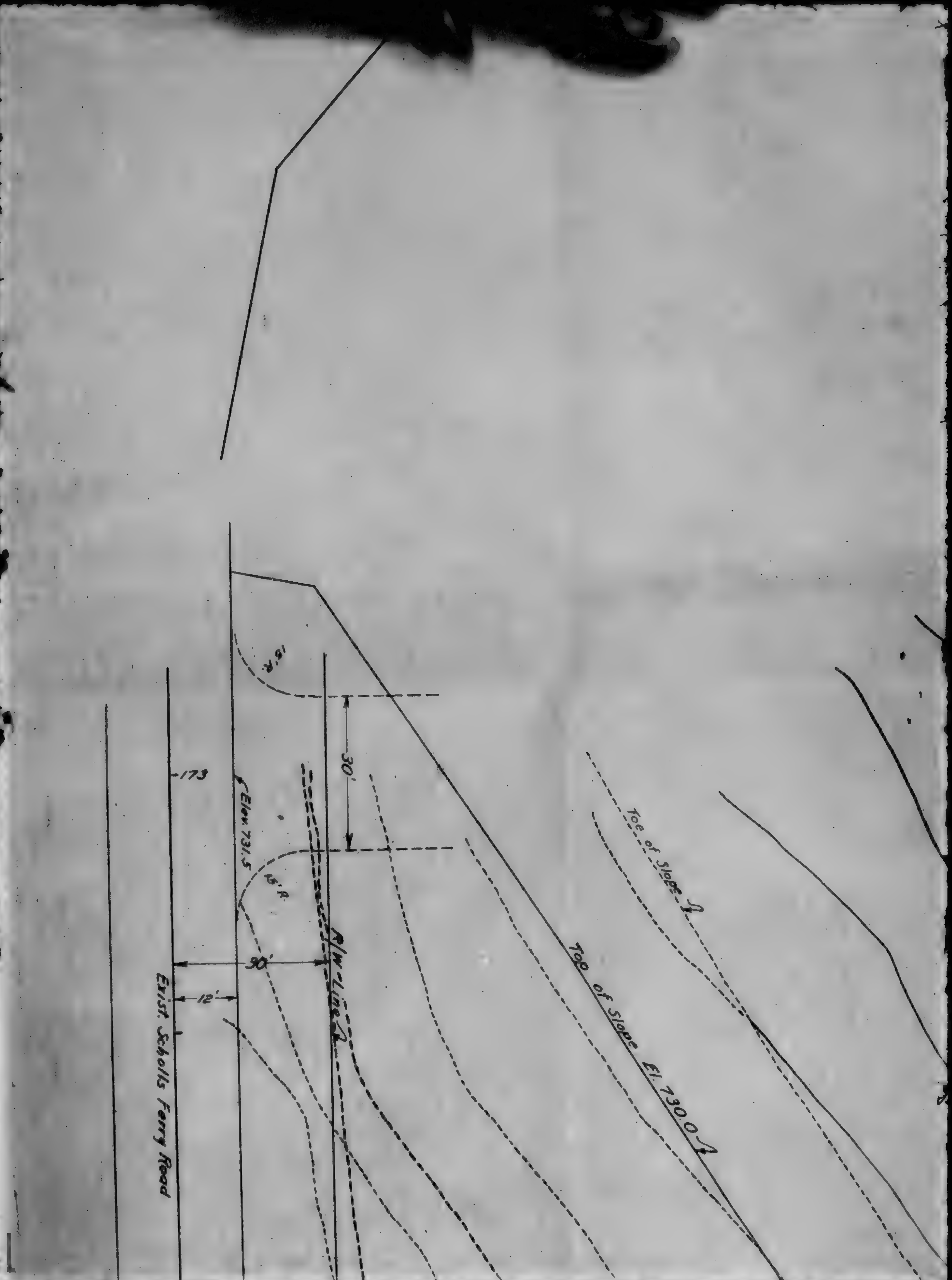
E HIGHWAY DEPARTMENT

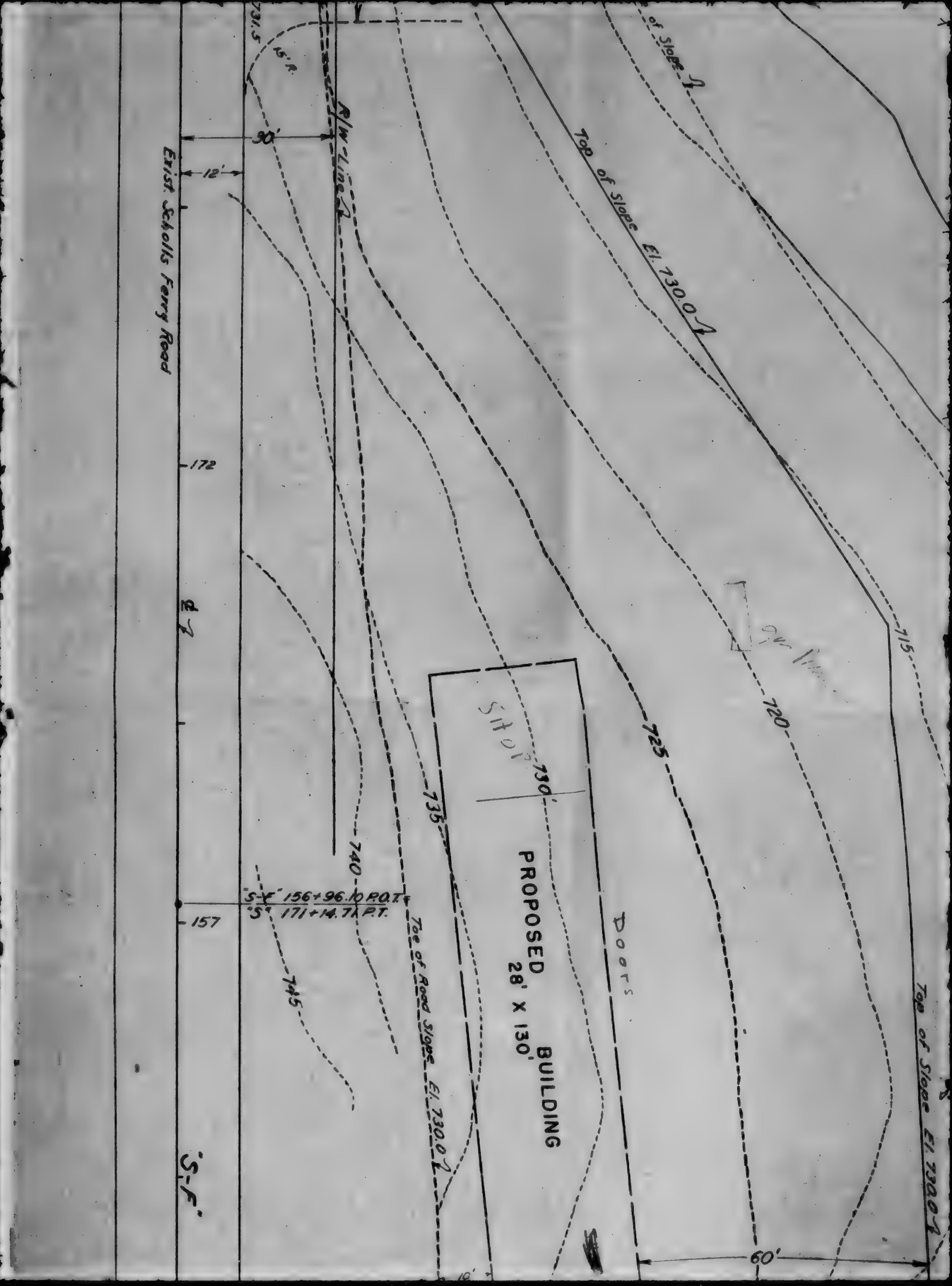
AINTENANCE SITE

ICINITY MAP

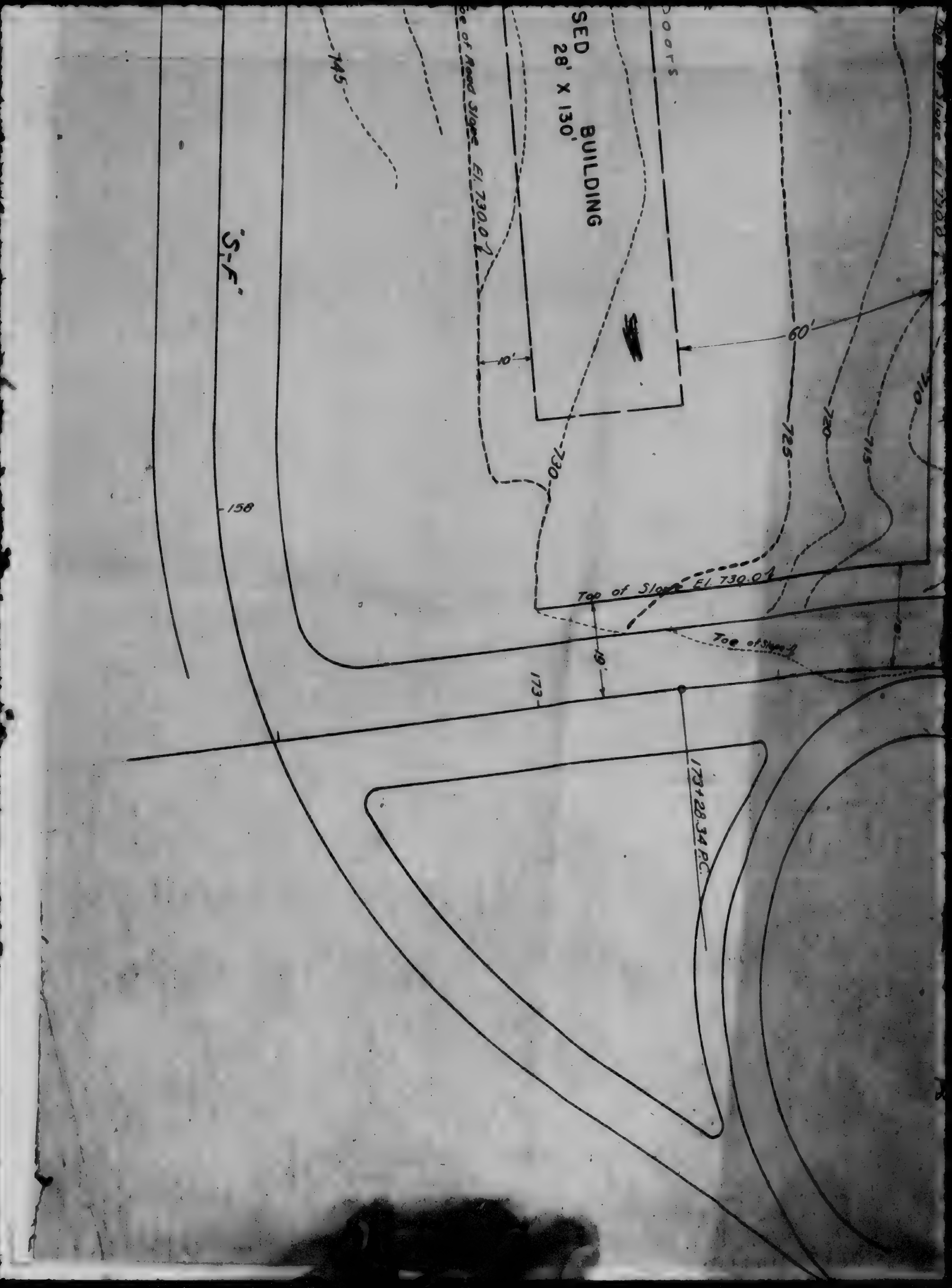
Scale: 1" = 20 ft.

J. H.C. Broadwell, Loc. Eng.


15' R.
30'
-173
Elev. 731.5
15' R.
R/W Line
30'
12'
Exist. Scholls Ferry Road
Toe of Slope
Top of Slope El. 730.0
173



731.5
15' R.
R/W Line
90'
12'
Exist. Scholls Ferry Road
172
℄
157
'S-F' 156+96.10 P.O.T.=
'S' 171+14.71 P.T.
'S-F'
745
740
735
Toe of Road Slope El. 730.0
730'
Sitor?
PROPOSED BUILDING
28' X 130'
Doors
725
720
715
of Slope
Top of Slope El. 730.0
Top of Slope El. 730.0
60'
10'


SED
28' X 130'
BUILDING
DOORS
745
Toe of Road Slope El. 730.0±
"S-F"
10'
60'
730
725
720
715
710
158
173
Top of Slope El. 730.0±
Toe of Slope
19'
8'
173+28.34 P.C.
Top of Slope El. 730.0

May 20, 1955

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

NOTED
J. W. CATTRALL

Dear Sir:

Enclosed is State of Oregon Check No. E-122987 in the amount of $598.68 which is a refund in connection with the 1951 Special City Allotment project on Winchester Avenue in Reedsport. This is in addition to the refund of ~~$911.73~~ [illegible] which the city received in August, 1954.

The reason for the additional amount is that a charge was incorrectly made against the Reedsport project and should have been charged to a project in another city.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

PAYEE	AMOUNT	DATE
CITY OF REEDSPORT CITY RECORDER REEDSPORT, OREGON	$ 598.68	5/4/55

	$	
Refund on Advance Deposit Invoice No. 35066 dated August 4, 1954 May 3, 1955	598	68
TOTAL OF CLAIM	$ 598	68

m. bahns

REMITTANCE ADVICE

ATTACHED IS WARRANT IN FULL PAYMENT OF CLAIM DETAILED ABOVE

A-43 (REV.) 20M 3-54

Form A-65—10M—12-54

Date May 3, 1955

Invoice No.

P. O. No.

State Printing 80793

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

City of Reedsport

Reedsport, Oregon

Attention: I. G. Johnson, Recorder

This Space for Use of Accounting Division

Agreed City of Reedsport's share of 1951 Special City Allotment project for grading and paving Winchester Avenue, covered by agreement dated April 20, 1951. City to pay all costs in excess of $15,000.

Cash Invoice No. 35066 dated August 4, 1954, erronioualy shows preliminary survey cost to be:	$1,222.86
The amount should be:	$ 624.18
TO BE REFUNDED TO CITY:	$ 598.68

A/c 304

APPROVED

John W. Cathall
ENGINEER COUNTY AND CITY RELATIONS

Form A-150 10M 3-54

INVOICE

NOTED
[illegible]NES

NOTED
Harold C. Ayers

Oregon State Highway Department

Salem, Oregon

Invoice No. 35066

Date August 5, 1954

City of Reedsport
Reedsport, Oregon

NOTED
J. F. HAGEMANN

Your Req. No.

Billing Request No. oo-103

Credit distribution: 310-1710-299

Attention: I. G. Johnson, City Recorder

Agreed City of Reedsport' share of 1951 Special City Allotment project for grading and paving Winchester Avenue covered by agreement dated April 20, 1951. City to pay all costs in excess of $15,000.

Advance Deposit		$5,870.32
Final Costs:		
Contract Items	13,304.86	
Construction & Engineering	1,384.00	
Survey	624.18 ~~1,222.86~~	-598.68 N
Total	15,911.72	15 312.63
Less agreed state share	15,000.00	
City Share		313.03 ~~911.72~~
To be refunded		$4,958.60

RECEIVED
[illegible] 1954
ENG[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By jd

NOTED
V. R. JONES

August 5, 1954

NOTED
Harold C. Ayers

Mr. I. G. Johnson
City Recorder
Reedsport, Oregon

Dear Sir:

Final costs on the Special City Allotment project on Winchester Avenue in Reedsport are now available and it has been determined that the agreed city share of the total cost is $911.71. As the City originally deposited $5,870.31 a refund of $4,958.60 will be made within the next two week period. This refund will be in the form of a check from our Accounting Division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JDG:MM

598.68

Charged Reedsport ~~[illegible]~~ should have been charged to Glendale (Pacific & 3rd) ~~[illegible]~~

NOTE
J. F. HAGEMANN

RECEIVED
DEC 3 0 1953
FOR FILING

310-113

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 28, 1953

(CONTRACT NO.) 3599	(EST. NO.)	(CONTRACT0R)
3599	3-final	J. C. COMPTON CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24985	R-83212	$ 400.95	12/24/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: July 31, 1953

Time Extensions: Extended to Sep. 30, 1953 without penalty

Completion Date: Sep. 8, 1953

Date Accepted: Oct. 29, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-29-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

RECEIVED
FOR FILING

December 14, 1953

Glens Falls Indemnity Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract No. 3599 for work performed on the Reedsport (Winchester Avenue) City Street Project in Douglas County was completed by the contractor, J. C. Compton Company, on September 8, 1953, and was formally accepted by the Highway Commission on Octoboer 29, 1953.

Final payment in the amount of $400.95 will be released to the contractor on or after December 24, 1953. The total contract amount is $13,364.85 and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc
cc: Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
12-14-53

RECEIVED
NOV 19 1953
FOR FILING

November 17, 1953

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 29, 1953, had under discussion your request for an extension of time from July 31 to September 30, 1953 within which to complete your contract No. 3599, for grading and paving on the Reedsport (Winchester Ave.) City Street Section in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

gl

cc: Tom Edwards,
Division Engineer

Curtis C. McKinney,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
FOR FILING

[illegible]

October 23, 1953

Request for extension of time
No. 25
October 29 and 30 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from J. C. Compton Company for an extension of time on the Reedsport (Winchester Avenue) city street project, Contract No. 3599, from July 31, 1953 to September 30, 1953.

This project was extended with the expectation that paving would be done along with several paving jobs on the Oregon Coast Highway, in the immediate vicinity. Rains during September delayed the paving on the major projects and necessarily delayed this project. No additional expense was encountered, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

HGS . lg

RECEIVED
FOR FILING

[illegible]

[illegible]

October 1, 1953

Glens Falls Indemnity Co.
Pacific Coast Dept.
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co. on contract No. 3599, for grading and paving on the Reedsport (Winchester Ave.) City Street Section in Douglas County.

This payment, in the amount of $8,747.40, will be released to the contractor on or after October 10, 1953. The retained percentage is $400.95.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M

310-1710

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 12, 1953

Section Reedsport (Winchester Ave.)

Kind of work Grading and Paving

Highway City Street

Section prefix 310-1710

Contractor J. C. Compton Co.

Contract number 3599

Date of contract November 19, 1951

Date of completion July 31, 1953

Date work started August 4, 1953

Estimated date of completion September 12, 1953

~~Amount of contract~~ Project Authorization Less "ngineering $ 18,987.65

Per cent of time elapsed 106.9% %

Estimated cost of completed project, exclusive of engineering $ 13,349.17

Per cent of contract completed, ~~based on total contract price~~ 100% %

Engineering cost to date $1200.00, 82/.6% %

Date project was completed Sept. 8, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work completed September 8.

NOTED
B. A. MARTIN

NOTED
H. G. SMITH

NO ED
FORREST COOPE

Signed

Address P. O. Box 654, Reedsport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39	0.39		0.39	0.39
Miles partially completed					
Miles completed	0.39	0.39		0.39	0.39
Total estimated quantities	S haping	1233		7.3 T.	794.3 T.
Estimated quantities moved or placed to date	Shaping	1233		7.3 T.	794.3 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	-				
Hours per shift	-				
Average force on project for week	-				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday			

State Printing

JOHN W. PURVIS
CITY ATTORNEY

H. M. CABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

AR OLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT
REEDSPORT, OREGON

March 9, 1953

NOTED
J. HAGEMANN

J. C. Compton Co.
McMinville, Oregon

Dear Sir:

Referring to the contract you hold for paving Winchester Avenue from Third Street to the S. P. Railroad in Reedsport.

The City of Reedsport has just voted a bond issue for sewer extensions, which will include the laying of a large main thru the project site from the Railroad to Fourth Street. It would be in our interest to have you delay the paving job until installation of this main if possible.

As soon as bonds can be sold, the City will let a contract for the construction, and will require that the contractor expedite the laying of this portion of the system so that it will not hold up your schedule.

Very truly yours,

B. A. Serfling
City Manager

CC: Oregon State Highway Dept.

Copy furnished Cooper

RECEIVED
MAR 10 1953

RECEIVED
DEC 1 1951
FOR FILING

310-1710

December 18, 1951

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3599 which was awarded to you on November 19, 1951 by the State Highway Commission, for grading and paving on the Reedsport (Winchester Ave.) Section of Reedsport City Streets in Douglas County.

We are also mailing an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/18

RECEIVED
DEC 1951
FOR FILING

[illegible]

3599

December 3, 1951

REGISTERED MAIL

J. C. Compton Company
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

Your Contract No. 3599 for grading and paving on the Reedsport (Winchester Avenue) project in Douglas County has been received in this office fully executed.

We are, therefore, returning your certified check No. 5988 drawn on The First National Bank of McMinnville, Oregon in the amount of $1,000.00 which you submitted with your proposal on November 8, 1951.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

md
Attach.

NOTED
J. W. CATTRALL

Salem, Oregon
November 19, 1951

Mr. H. B. Glaisyer,
Secretary.

Dear Sir:

Herewith check No. 1429 in the amount of $5,870.31 from the City of Reedsport. This amount represents the City's advance deposit on its share in the cost of the Winchester Avenue $250,000 Special City Allotment project in that city.

The City has also approved the awarding of the contract for the above project to J. C. Compton Company in the amount of $20,870.31.

As far as this office is concerned, this project is now clear for the awarding of the contract.

Yours very truly,

John W. Cattrall,
Engr., County and City Relations.

By

Robert H. Prange,
Office Engineer.

NOTED
Harold C. Ayers

RHP:A[illegible]
cc Mr. C. H. Mason
Mr. W. C. Williams
Mr. S. H. Probert

NOTED
J. F. HAGEMANN

W. PURVIS
CITY ATTORNEY

H. M. CABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

AR. OLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT
REEDSPORT, OREGON

November 15, 1951

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The City of Reedsport hereby approves the awarding of contract to J. C. Compton Company in the amount of $ 20,870.31 for the Winchester Avenue special city allotment project in the City of Reedsport.

We herewith enclose our check in the amount of $ 5,870.31.

Very truly yours,

I. G. Johnson
City Recorder

NOTED

NOTED
Harold C. Ayers

RECEIVED
FOR FILING

AGENDA
DEC 20 1951

42

November 19, 1951

J. C. Compton Co.
U. S. National Bank Building
McMinnville, Oregon

Gentlemen:

The State Highway Commission on November 8, 1951 accepted your proposal to grade and pave Winchester Avenue in Reedsport, Douglas County, for the sum of $18,170, and awarded contract No. 3599, subject to concurrence by the City of Reedsport. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form, which contains specifications, and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:le
Enc.
cc: H. G. Smith
Goldie Lewis
S. H. Probert
W. M. Franswa, SIAC

ext confirmed

5+C

SERVICE
the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

10:40 a.m.
Salem, Oregon
November 19, 1951

J. C. Compton Co.
U.S. National Bank Building
McMinnville, Oregon

State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving project in Reedsport (Winchester Avenue) in Douglas County for which you submitted low bid on November 8. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
C. W. Head
Auditor (5001-900)
Files

NOTED
J. W. CATTRALL

November 13, 1951

Mr. B. A. Serfling
City Manager
Reedsport, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On November 8 the State Highway Commission received one bid on the Winchester Avenue special city allotment project in the City of Reedsport. This bid was made by J. C. Compton Company of McMinnville, Oregon, and the estimated total costs based on this bid are as follows:

Contract Items	$18,170.00
12-1/2% Eng. & Con.	2,271.25
Survey	429.06
Total	$20,870.31

If the City wishes to proceed with the project an advance deposit of $5,870.31 will be required together with a letter approving award of a contract to J. C. Compton Company. It would be appreciated if you would take this matter up with the City Council and let us know its decision as soon as possible. If the Council approves award of a contract, please forward the advance deposit by means of a certified check payable to the Oregon State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
Harold C. Ayers

John W. Cattrall
Engineer, County and City Relations

JFH:MM

Newport — 2-7-51

City Mgr. [illegible] Coffing said City would be pleased to wait and save A.C. and [illegible] would write us a letter stating the city acknowledged the change from bituminous macadam to asphaltic concrete and all other features of agreement to stand.

H.C.C.

FORM E-30 25M 8-50 40900

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1951

SUBJECT:

To:

Mr. John W. Cattrall
City & County Relations Dept

Attached hereto is an unexecuted copy of an agreement with the City of Reedsport covering the improvement of Winchester Street from E. Railroad Street to Third Street (15th), a distance of approximately 0.38 mile, in connection with the $250,000 city allotment fund.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder of Reedsport, Oregon.

Secretary

rn
encl. 1

RECEIVED
APR 24 1951
ENGINEER
[illegible]

JOHN W. PURVIS
CITY ATTORNEY

H. M. M[illegible]BE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

C. [illegible] VILLADSEN
WATER SUPT.

B. E. MORRISSEY
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

NOTED
J. W. CATTRALL

Oct. 10, 1950

Mr. Harold C. Ayers
Field Engineer
State Highway Comm.
Salem, Oregon

Dear Mr. Ayers:

Confirming our conversation of today regarding the improvement of Winchester Ave. from the Railroad to 3rd Street under our application for aid from the City-County fund.

In regular session last night, the Common Council formally approved the program as estimated by you, which program will require the payment by the City of $3,200.00. Upon completion of engineering and formal acceptance the City stands ready to make the deposit in the above amount.

Very truly yours,

CITY OF REEDSPORT

B. A. Serfling
City Manager

RECEIVED
OCT 11 1950
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

$250,000 - 51

Reedsport 10-9-50

With Mr. B.A. Seufling city manager investigated Winchester avenue

This street is heavily used by industrial traffic from Oregon Coast Highway to reach the Umpqua Highway and the city has recently requested the trucks to use the Highway as the heavy traffic was too heavy for street as constructed.

City expected to have State pave full width but when told they would have to pay all cost outside 22' decided to ask for 24' and pay the difference also city to do all drainage work.

This would no doubt qualify - 0.38 mile.

The Umpqua River Navigation Co. are located in Reedsport and quote - base rock all crushed for 2.00 per cu yd at bunker and all sizes of oil rock at same price.

Need more base and B-2 oil mat. Would estimate high and hope to get A.C if Winchester South Jct open.

H.G.

REEDSPORT

PRELIMINARY ESTIMATE

[illegible] 50

Winchester Avenue from East Railroad Street to Third Street (15th), a distance of approximately 0.38 mile.

Grade, place 6" of base rock and B-2 bituminous macadam wearing surface. (Base 28' - Bituminous Macadam 22')

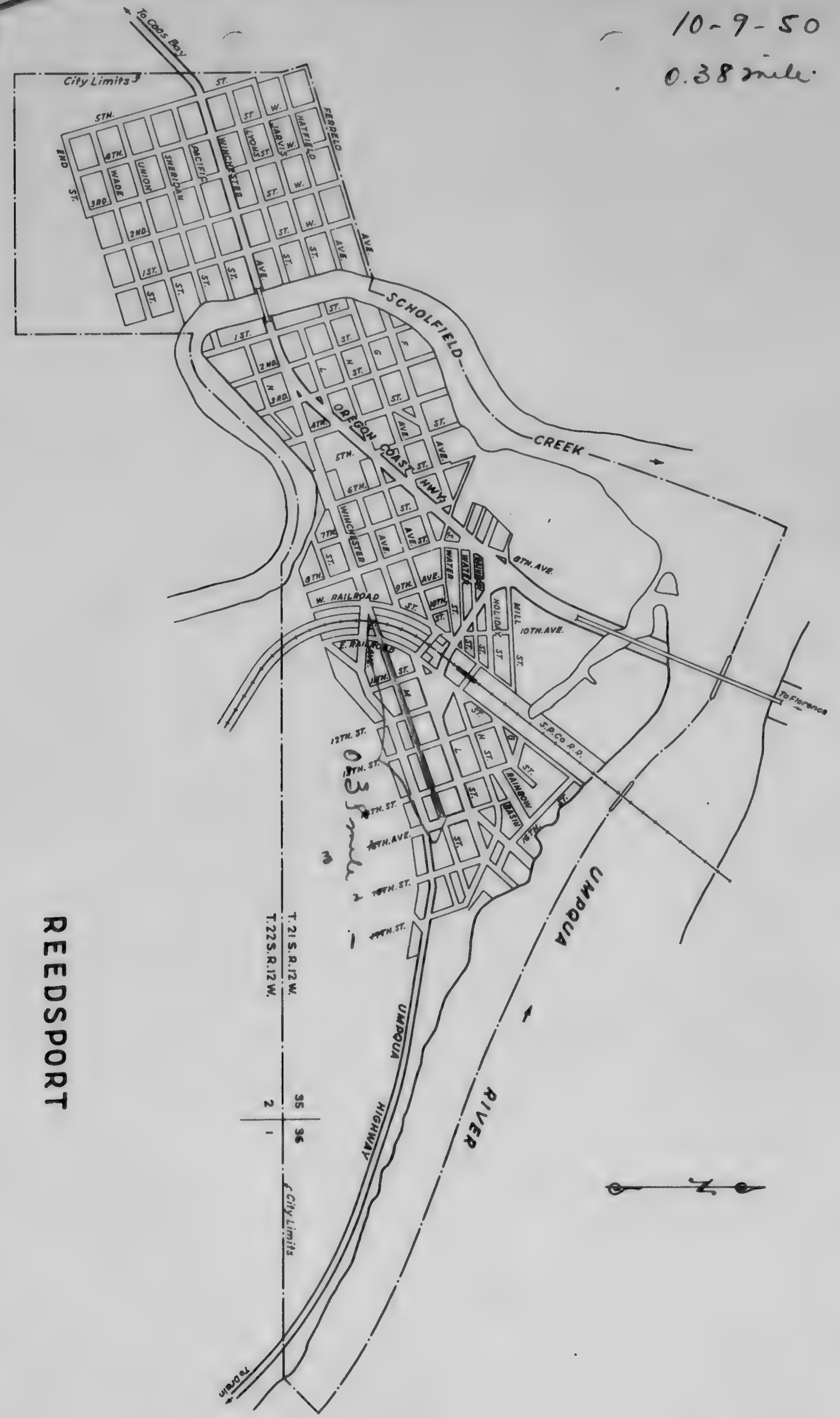
Item	Quantity		Unit Price	Total
Grade and shape	(all)		(lump)	$ 300.00
3" -0 base rock	1450	c.y.	$ 3.50	5,075.00
3/4 -0 in base & shoulders	750	c.y.	3.50	2,625.00
Sprinkling	60M	gal.	4.00	240.00
3/4 -0 in binder course	50	c.y.	3.50	1,750.00
RC-3 in binder course	10	tons	60.00	600.00
Preparation of base	0.38	mile	1,000.00	380.00
Furnish & place aggregate	450	c.y.	5.00	2,250.00
Furnish & place 150-200	40	tons	60.00	2,400.00

Preliminary Estimate of Construction	$ 15,620.00
12-1/2% Engineering & Contingencies	1,952.50
Preliminary Engineering	600.00
	$ 18,172.50

Total Estimate $18,200

NOTE: City to construct all required drainage.

10-9-50
0.38 mile


REEDSPORT
To Coos Bay
City Limits
5TH.
ST.
W.
END ST.
6TH.
WADE
UNION
SHERIDAN
PACIFIC
WINCHESTER
LYONS ST
JARVIS
W.
MATFIELD
FERRELO
3RD.
2ND.
1ST.
AVE.
SCHOLFIELD
CREEK
OREGON COAST HWY.
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
WINCHESTER
AVE.
WATER
8TH. AVE.
W. RAILROAD
E. RAILROAD
HOLIDAY
MILL
10TH. AVE.
10TH.
11TH. ST.
12TH. ST.
13TH. ST.
14TH. ST.
15TH. AVE.
16TH. ST.
17TH. ST.
RAINBOW
BASIN
S.P.Co. R.R.
To Florence
T. 21 S. R. 12 W.
T. 22 S. R. 12 W.
35
36
2
1
City Limits
UMPQUA
HIGHWAY
UMPQUA
RIVER
N
To Drain
0.38 mile
3
2
1

Form cc-50
Special City Allotment

NOTED
J. W. CATTRALL

8-7-50

RESOLUTION

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O. C. L. A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947: and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Reedsport, Oregon is an incorporated city of the State of Oregon, and has a population of 1979, as given by the latest official census, and

Form cc-50

WHEREAS, the following streets of said city, Winchester Avenue, from its junction with East Railroad Street, to its junction with 15th Avenue. (the term 15th Avenue is used to conform to the attached map, altho the street has now been re-named Third Street)

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic", and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit, Winchester Avenue, from its junction with East Railroad Street, to its junction with 15th Avenue

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair, by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary

to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Reedsport, Oregon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and, therefore does designate B. A. Serfling as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of August, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

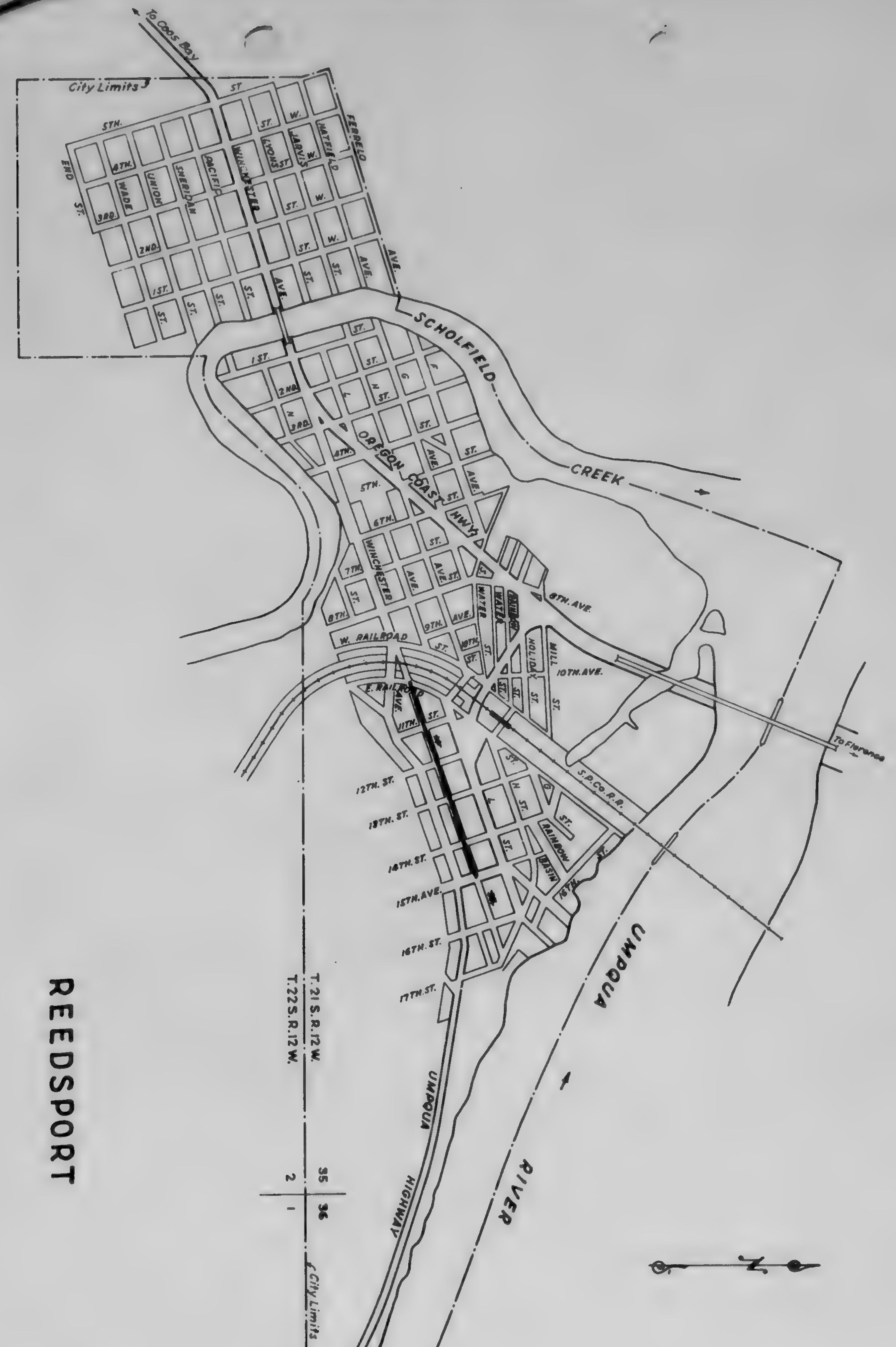
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Reedsport, Oregon at a regular or special meeting of said council, held on the 7th day of August, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15 day of August, 1950.

J. G. John

City Recorder

REEDSPORT


To Coos Bay
City Limits
ST.
5TH.
4TH.
3RD.
2ND.
1ST.
END
ST.
WADE
UNION
SHERIDAN
PACIFIC
WINCHESTER
LYONS
JARVIS
HATFIELD
FERBELO
ST.
W.
AVE.
SCHOLFIELD
CREEK
1 ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
N
L
G
F
OREGON COAST HWY.
WINCHESTER
AVE.
WATER
9TH. AVE.
10TH.
10TH. AVE.
HOLIDAY
MILL
W. RAILROAD
E. RAILROAD
AVE.
11TH.
12TH. ST.
13TH. ST.
14TH. ST.
15TH. AVE.
16TH. ST.
17TH. ST.
RAINBOW
BASIN
16TH.
S.P. Co. R.R.
To Florence
UMPQUA
RIVER
UMPQUA
HIGHWAY
T.21 S. R.12 W.
T.22 S. R.12 W.
35
36
2
1
City Limits
To Drain

FF-175(9)　　1951

Jones Ranch-Mitchell Section
of the Ochoco Highway.

#3600

OREGON STATE HIGHWAY DEPARTMENT
(date)
Jan. 8, 1954

CF-115(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3600	20-final	C. R. O'NEIL	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25769	R-83939	$ 29,300.52	Jan. 6, 1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: None

Completion Date: Aug. 5, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-11-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
HB Glaisyer
by Floyd Query

Warrant Mailed: MW

POSTED ON CARD

RECEIVED
FOR FILING

12-14-53

3600

December 14, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

We notified you on November 17 that the final payment for work performed on the Jones Ranch-Mitchell Section of the Ochoco Highway, contract No. 3600 with C. R. O'Neil, was in the sum of $27,909.62. This voucher was destroyed and the final payment increased to $29,800.52 which will be released to the contractor on or after December 24, 1953. The total contract amount is $720.814.87, and no force account work was performed on the project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

12-14-53-S

FORM E-30 37,500 4-52

EF-113(4)

36

4482

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1953

SUBJECT:

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Assignment No. 4482 pertaining to a claim of C. R. O'Neil for additional payment for slide removal on the Jones Ranch-Mitchell, Contract No. 3600.

This slide occurred after the grading equipment had been removed away from the job and it was necessary for Mr. O'Neil to bring the equipment back to take care of the slide removal. This matter has been thoroughly analyzed by Mr. Clymer's office and the Construction Department, and Mr. O'Neil signed today a price agreement in the amount of $1,890.90 covering the additional cost.

The price agreement is being forwarded to you through the usual channels.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

RECEIVED
DEC 1 1953
OFFICE OF
STATE HIGHWAY ENGINEER

No. 44K2
By [illegible]

ASSIGNMENT.

eptember 8, 1953

Description: Letter of September 5 by C. R. O'Neil, contractor, regarding slide on Contract No. 3600 (Jones Ranch-Mitchell) and requesting additional payment

Acknowledged by _____ Referred to Smith ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 12-1-53 Report received ________

Remarks: If job had not been completed when slide occurred I question extra payment. WCW

C. R. O'NEIL
GENERAL CONTRACTOR
CRESWELL, OREGON

September 5, 1953

ADDRESS REPLY TO
____

PLEASE RETURN TO
W. C. WILLIAMS

R.H. Baldock
State Highway Commission
Salem, Oregon

Re: Contract # 3600-Jones Ranch-Mitchell Se.

Dear Sir:

Reference is made to a slide on the above contract on the Ochoco Highway which I occured after I had completed grading operations and my equipment had been moved out. The slide was on the West end of the project and the Resident Engineer requested me to raise the grade in the slide area and in order to do this I had to engage equipment and services from another source and this outside source requested payment of .94¢ per cu. yd. whereas the payment to me has been computed to a total of .64¢ per cu. yd. The above figure is based on 6029 cu. yds., this amount being determined by the Resident Engineer on remeasurement of the borrow area. I therefore, request an additional payment of $1808.30 to cover the cost of moving the slide material which I believe is no fault of mine.

Your early approval will greatly be appreciated.

NOTED
W. C. WILLIAMS

Very truly yours,
C R O'Neil

C.R. O'Neil

CRO:el

RECEIVED
FOR FILING

November 17, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3600 for work performed on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County was completed by the contractor, C. R. O'Neil, on August 5, 1953 and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $27,909.62 will be released to the contractor on or after November 27, 1953. The total contract amount is $718,923.97 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-17-53 g

RECEIVED
AUG [illegible] 1953
FOR FILING

PE-125(1)

36

August 25, 1953

Great American Indemnity Company
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C.A. O'Neil on contract No. 3600, covering Grading and Paving on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County. This payment, in the amount of $60,734.43 will be released to contractor on or after September 4, 1953. The retained percentage is $21,371.58.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Great American Indemnity Company
1 Liberty Street
New York 5, N.Y.

NOTED ON CARD
5-25-53

RECEIVED
FOR FILING

F-175(9)

3600

August 11, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 5, 1953 on Contract No. 3600, Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, in connection with Federal Aid Project No. F-175 (9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

Form E-1—10M—11-51

FF-17(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 4, 1953

Section Jones Ranch-Mitchell

Kind of work Grading & Surfacing

Highway Ochoco

Section prefix 35-1013

Contractor C. R. O'Neil

Contract number 3600

Date of contract November 28, 1951

Date of completion August 31, 1953

Date work started December 10, 1951

Estimated date of completion July 15, 1953

Amount of contract $762,427.07

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering $750,000.00

Per cent of contract completed, based on total contract price . . . . 94.6 %

Engineering cost to date $49,779.40, 85.2 %

Date project was completed ...., 19...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor finished the shoulders, finished backfilling the slide at the Cemetery, and stockpiled the material that was left over.

The bridge department started letting traffic into Mitchell over the bridge at the West end of town on July 1st. The Contractor should be able to finish backfilling this bridge in a week or ten days, when this is done the job will be completed.

NOTED
RAY WEBBER

FORREST

7/6/53

Signed Alfred M. Bates

Address Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	9.38	9.65			9.65
Miles partially completed					
Miles completed	9.38	9.65			9.65
Total estimated quantities	520,000	70,000			24,016
Estimated quantities moved or placed to date	520,000	70,000			24,016
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		10			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., Trucks 6, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	" "		
Wednesday	Clear		
Thursday	" "		
Friday	Clear		
Saturday			

State Printing 53382

6 oc

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Bond Issue Project No. BF-175(9)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 21st day of September, 1951, a program, which was approved on the 25th day of October, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of October, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred seventy thousand, and 00/100 dollars ($570,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by ~~[illegible]~~ ~~[illegible]~~ Chapter 491, Oregon Laws 1951, viz.:
(Include date and citation of act of legislature by which authorized)

~~(b) From other sources~~

Issue	Amount	Date of Issue	Beginning Date of maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 228+50 in the NE 1/4, Section 3, T-12-S, R-20-E, W.M. and survey station 746+43.4 in the SE 1/4, Section 36, T-11-S, R-21-E, W.M. in Mitchell, except stations 526+51 to 527+70, length 9.742 miles, in Wheeler County, being Oregon Federal Aid Bond Issue/project No. BF-175(9), consisting of 9.653 miles of roadway and five bridges, each of more than 20 feet clear span, 0.089 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of five hundred seventy thousand and 00/100 dollars ($570,000.00), which does not exceed the authorized Federal pro rata share of nine hundred eighteen thousand one hundred thirty-three and 15/100 dollars ($918,133.15), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

Attest

SECRETARY

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M R McKay

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
JAN 13 1953
DISTRICT

Oregon State Highway Department

Federal Aid Project
No. BF-175 (9)

JONES RANCH-MITCHELL SECTION OF THE
OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1952

Type Code 6201
Roadway (Sta. 228+50 to 746+43.4)(Contract No. 3600)

All Required		Clearing and Grubbing	$	$ 33,500.00
1,600	cu. yds.	Structural Excavation, Unclassified	2.00	3,200.00
5,700	cu. yds.	Trench Excavation, Unclassified	1.50	8,550.00
520,000	cu. yds.	General Excavation, Unclassified	0.48	249,600.00
1,100,000	yd. sta.	Short Overhaul	0.015	16,500.00
13,000	C-yd. sta.	Long Overhaul	0.45	5,850.00
9.38	miles	Finishing Roadbed and Slopes	600.00	5,628.00
14,000	lin. ft.	Rounding Cutbanks	0.15	2,100.00
450	lin. ft.	12" Concrete Pipe	2.00	900.00
900	lin. ft.	18" Concrete Pipe	3.75	3,375.00
1,800	lin. ft.	24" Concrete Pipe	5.00	9,000.00
120	lin. ft.	24" Extra Strength Concrete Pipe	5.50	660.00
1,100	lin. ft.	36" Concrete Pipe	9.00	9,900.00
420	lin. ft.	48" Concrete Pipe	13.50	5,670.00
40	lin. ft.	24" Corrugated Metal Pipe Protected Invert	6.25	250.00
100	lin. ft.	30" Corrugated Metal Pipe Protected Invert	7.50	750.00
120	lin. ft.	36" Corrugated Metal Pipe Protected Invert	11.50	1,380.00
130	lin. ft.	60" Corrugated Metal Pipe Protected Invert	29.00	3,770.00
260	lin. ft.	60" Extra Strength Corrugated Metal Pipe Protected Invert	31.75	8,255.00
80	lin. ft.	84" Corrugated Metal Pipe Protected Invert	45.00	3,600.00
200	lin. ft.	Salvaging Culvert Pipe	1.50	300.00
340	lin. ft.	18" Corrugated Metal Siphon Pipe	6.00	2,040.00
360	lin. ft.	24" Corrugated Metal Siphon Pipe	8.00	2,880.00
30	cu. yds.	Concrete End Basins	75.00	2,250.00
1,400	lin. ft.	Metal Flume No. 36	4.25	5,950.00
8	M-FBM	Douglas Fir Lumber in Flume	175.00	1,400.00
70,000	cu. yds.	4"-0 Material in Base	1.85	129,500.00
19,000	cu. yds.	3/4"-0 Material in Base and Shoulders	1.85	35,150.00
2,500	M-Gals.	Sprinkling	2.00	5,000.00
9.65	miles	Preparation of Base	150.00	1,447.50
1,400	cu. yds.	3/4"-0 Material in Binder Course	2.80	3,920.00
220	tons	Furnish and Placing 3/4"-0 Materials in Binder Course	43.00	9,460.00
26,000	tons	Class "B" Asphaltic Concrete	5.75	149,500.00
120	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	5,400.00
700	cu. yds.	Aggregate in Seal Coat	2.80	1,960.00
		Subtotal		$728,595.50

Type Code X001
Approach Road Trestle (Rt. Sta. 260+18)

All Required		Construct Timber Trestle Bridge	$	$ 2,250.00
				$ 2,250.00

Type Code X021
Approach Road Bridge (Rt. Sta. 721+50)

110	cu. yds.	Structural Excavation	$ 9.00	$ 990.00
2	cu. yds.	Excavation, Below Elevation Shown	9.00	18.00
140	cu. yds.	Class "A" Concrete	62.00	8,680.00
34,400	lbs.	Metal Reinforcement	0.11	3,784.00
All Required		Removal of Old Bridge and Providing for Traffic		$ 3,500.00
				$ 16,972.00
		Subtotal		$747,817.50
		10% Engr. & Cont.		74,781.75
		Total		$822,599.25

Type Code X021
Bridge (Sta. 482+70 to 483+70)

310	cu. yds.	Structural Excavation	$ 9.00	$ 2,790.00
2	cu. yds.	Excavation below Elevation Shown	9.00	18.00
170	cu. yds.	Class "A" Concrete	62.00	10,540.00
43,000	lbs.	Metal Reinforcement	0.11	4,730.00
All Required		Removal of Old Bridge and Providing for Traffic		2,800.00
				$ 20,878.00

Type Code X021
Bridge (Sta. 563+84 to 564+74)

170	cu. yds.	Structural Excavation $	$ 9.00	$ 1,530.00
2	cu. yds.	Excavation Below Elevation Shown	9.00	18.00
148	cu. yds.	Class"A" Concrete	62.00	9,176.00
36,000	lbs.	Metal Reinforcement	0.11	3,960.00
				$ 14,684.00

Type Code X021
Bridge (Sta. 659+94 to 660+94)

390	cu. yds.	Structural Excavation	$ 9.00	$ 3,510.00
2	cu. yds.	Excavation Below Elevation Shown	9.00	18.00
184	cu. yds.	Class "A" Concrete	62.00	11,408.00
45,000	lbs.	Metal Reinforcement	0.11	4,950.00
				$ 19,886.00

Type Code X021
Bridge (Sta. 699+55 to 700+45)

105	cu. yds.	Structural Excavation	$ 9.00	$ 945.00
2	cu. yds.	Excavation Below Elevation Shown	9.00	18.00
165	cu. yds.	Class "A" Concrete	62.00	10,230.00
40,000	lbs.	Metal Reinforcement	0.11	4,400.00
				$ 15,593.00

Type Code X021
Bridge (Sta. 703+57 to 704+47)

200	cu. yds.	Structural Excavation	$ 9.00	$ 1,800.00
2	cu. yds.	Excavation Below Elevation Shown	9.00	18.00
160	cu. yds.	Class "A" Concrete	62.00	9,920.00
37,000	lbs.	Metal Reinforcement	0.11	4,070.00
				$15,808.00

Subtotal	$ 86,849.00
10% Engr. & Cont.	8,684.90
Total	$ 95,533.90

Length of Roadway	9.653 miles
Length of 5 Bridges	0.089 mile
Length of 1 Bridge	0.023 mile
Total Length	9.765 miles
Cost per Mile, Roadway	$85,216.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$822,599.25	$510,690.00	$311,909.25
Bridges	95,533.90	59,310.00	36,223.90
	$918,133.15	$570,000.00	$348,133.15

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. FH-175 (9)

JONES RANCH-MITCHELL SECTION OF THE
OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, December 4, 1951

Type Code 6201
Roadway (Sta. 225+50 to 746+43.4) (Contract No. 3600)

All Required		Clearing and Grubbing		33,500.00
1,600	cu. yds.	Structural Excavation, Unclassified	2.00	3,200.00
5,700	cu. yds.	Trench Excavation, Unclassified	1.50	8,550.00
520,000	cu. yds.	General Excavation, Unclassified	.48	249,600.00
1,100,000	yd. stas.	Short Overhaul	.015	16,500.00
13,000	C-yd. stas.	Long Overhaul	.45	5,850.00
9.38	miles	Finishing Roadbed & Slopes	600.00	5,628.00
14,000	lin. ft.	Rounding Cutbanks	.15	2,100.00
450	lin. ft.	12" Concrete Pipe	2.00	900.00
900	lin. ft.	18" Concrete Pipe	3.75	3,375.00
1,800	lin. ft.	24" Concrete Pipe	5.00	9,000.00
120	lin. ft.	24" Extra Strength Concrete Pipe	5.50	660.00
1,100	lin. ft.	36" Concrete Pipe	9.00	9,900.00
420	lin. ft.	48" Concrete Pipe	13.50	5,670.00
40	lin. ft.	24" Corrugated Metal Pipe, Protected Invert	6.25	250.00
100	lin. ft.	30" Corrugated Metal Pipe, Protected Invert	7.50	750.00
120	lin. ft.	36" Corrugated Metal Pipe, Protected Invert	11.50	1,380.00
130	lin. ft.	60" Corrugated Metal Pipe, Protected Invert	29.00	3,770.00
260	lin. ft.	60" Extra Strength Corrugated Metal Pipe, Protected Invert	31.75	8,255.00
80	lin. ft.	84" Corrugated Metal Pipe, Protected Invert	45.00	3,600.00
200	lin. ft.	Salvaging Culvert Pipe	1.50	300.00
340	lin. ft.	18" Corrugated Metal Siphon Pipe	6.00	2,040.00
360	lin. ft.	24" Corrugated Metal Siphon Pipe	8.00	2,880.00
30	cu. yds.	Concrete End Basins	75.00	2,250.00
1,400	lin. ft.	Metal Flume No. 36	4.25	5,950.00
8	M-FBM	Douglas Fir Lumber in Flume	175.00	1,400.00
70,000	cu. yds.	2" - 0 Material in Base	1.85	129,500.00
19,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.85	35,150.00
2,500	M-gals.	Sprinkling	2.00	5,000.00

9.65	miles	Preparation of Base	$150.00	$ 1,447.50
1,400	cu. yds.	3/4" - 0 Material in Binder Course	2.80	3,920.00
220	tons	Furnishing & Placing 3/4" - 0 Material in Binder Course	43.00	9,460.00
26,000	tons	Class "B" Asphaltic Concrete	5.75	149,500.00
120	tons	SS-1 Emulsified Asphalt in Seal Coat	45.00	5,400.00
700	cu. yds.	Aggregate in Seal Coat	2.80	1,960.00
		Subtotal		$728,595.50

Type Code X001
Approach Road Trestle (Rt. Sta. 260+18)

All Required	Construct Timber Trestle Bridge		$ 2,000.00
			$ 2,000.00

Type Code X021
Approach Road Bridge (Rt. Sta. 721+50)

110	cu. yds.	Structural Excavation	$12.00	$ 1,320.00
2	cu. yds.	Excavation, Below Elevations Shown	15.00	30.00
140	cu. yds.	Class "A" Concrete	65.00	9,100.00
34,400	lbs.	Metal Reinforcement	.125	4,300.00
All Required		Removal of Old Bridge and Providing for Traffic		5,000.00
				$ 19,750.00
		Subtotal		$750,345.50
		10% Engr. & Cont.		75,034.55
		Total		$825,380.05

Type Code X021
Bridge (Sta. 482+70 to 483+70)

310	cu. yds.	Structural Excavation	$12.00	$ 3,720.00
2	cu. yds.	Excavation below Elevations Shown	15.00	30.00
170	cu. yds.	Class "A" Concrete	65.00	11,050.00
43,000	lbs.	Metal Reinforcement	.125	5,375.00
All Required		Removal of Old Bridge and Providing for Traffic		7,000.00
				$ 27,175.00

Type Code X021
Bridge (Sta. 563+84 to 564+74)

170	cu. yds.	Structural Excavation	$12.00	$ 2,040.00
2	cu. yds.	Excavation below Elevations Shown	15.00	30.00
148	cu. yds.	Class "A" Concrete	65.00	9,620.00
36,000	lbs.	Metal Reinforcement	.125	4,500.00
				$ 16,190.00

Type Code X021
Bridge (Sta. 659+94 to 660+94)

390	cu. yds.	Structural Excavation	$12.00	$ 4,680.00
2	cu. yds.	Excavation below Elevations Shown	15.00	30.00
184	cu. yds.	Class "A" Concrete	65.00	11,960.00
45,000	lbs.	Metal Reinforcement	.125	5,625.00
				$ 22,295.00

Type Code X021
Bridge (Sta. 699+55 to 700+45)

105	cu. yds.	Structural Excavation	$12.00	$ 1,260.00
2	cu. yds.	Excavation below Elevations Shown	15.00	30.00
165	cu. yds.	Class "A" Concrete	65.00	10,725.00
40,000	lbs.	Metal Reinforcement	.125	5,000.00
				$ 17,015.00

Type Code X021
Bridge (Sta. 703+57 to 704+47)

200	cu. yds.	Structural Excavation	$12.00	$ 2,400.00
2	cu. yds.	Excavation below Elevations Shown	15.00	30.00
160	cu. yds.	Class "A" Concrete	65.00	10,400.00
37,000	lbs.	Metal Reinforcement	.125	4,625.00
				$ 17,455.00

Subtotal	$100,130.00
10% Engr. & Cont.	10,013.00
Total	$110,143.00

Length of Roadway	9.653 miles
Length of 5 Bridges	.089 miles
Length of 1 Bridge	.023 miles
Total Length	9.765 miles
Cost per mile, Roadway	$85,505.02

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$825,380.05	$511,714.00	$313,666.05
Bridges	110,143.00	68,286.00	41,857.00
	$935,523.05	$580,000.00	$355,523.05

Oregon State Highway Department | Federal Aid Project No. [illegible]F-175 (9)

JOH[illegible] [illegible]ACH-MITCHELL SECTION

OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 25, 1951

Type Code 0201
Roadway (Sta. 228+50 to 746+43.4)

All Required		Clearing and Grubbing		$ 15,000.00
1,600	cu. yds.	Structural Excavation, Unclassified	$ 4.00	6,400.00
5,700	cu. yds.	Trench Excavation, Unclassified	3.00	17,100.00
520,000	cu. yds.	General Excavation, Unclassified	0.65	338,000.00
1,100,000	yd. stas.	Short Overhaul	0.015	16,500.00
13,000	C-yd. stas.	Long Overhaul	0.50	6,500.00
9.38	miles	Finishing Roadbed and Slopes	600.00	5,628.00
14,000	lin. ft.	Rounding Cutbanks	0.15	2,100.00
450	lin. ft.	12-inch Concrete Pipe	2.50	1,125.00
900	lin. ft.	18-inch Concrete Pipe	3.50	3,150.00
1,800	lin. ft.	24-inch Concrete Pipe	5.00	9,000.00
120	lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	720.00
1,100	lin. ft.	36-inch Concrete Pipe	10.00	11,000.00
420	lin. ft.	48-inch Concrete Pipe	18.00	7,560.00
40	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	6.00	240.00
100	lin. ft.	30-inch Corrugated Metal Pipe, Protected Invert	8.50	850.00
120	lin. ft.	36-inch Corrugated Metal Pipe, Protected Invert	11.00	1,320.00
130	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	22.00	2,860.00
[illegible]	lin. ft.	[illegible]-inch Extra Strength Corrugated Metal Pipe, Protected Invert	25.00	6,500.00
80	lin. ft.	[illegible]-inch Corrugated Metal Pipe, Protected Invert	45.00	3,600.00
200	lin. ft.	Galvanized Culvert Pipe	2.00	400.00
[illegible]	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.50	1,3[illegible].00
[illegible]	lin. ft.	24-inch Corrugated Metal Siphon Pipe	8.50	3,060.00
30	cu. yds.	Concrete End Basins	80.00	2,400.00
1,400	lin. ft.	Metal Flume No. 30	4.50	6,300.00

8	M-FBM	Douglas Fir Lumber in Flume	$250.00	$ 2,000.00
70,000	cu. yds.	4" - 0 Material in Base	1.60	112,000.00
19,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	42,750.00
2,500	M-gal.	Sprinkling	2.50	6,250.00
9.65	miles	Preparation of Base	200.00	1,930.00
1,400	cu. yds.	3/4" - 0 Material in Binder Course	3.50	4,900.00
220	tons	Furnishing and Placing ~~3/4" - 0~~ RC-3 Asphalt ~~Material~~ in Binder Course	45.00	9,900.00
26,000	tons	Class "B" Asphaltic Concrete	6.25	162,500.00
120	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	6,000.00
700	cu. yds.	Aggregate in Seal Coat	5.00	3,500.00
			Subtotal	$820,913.00
			10% Engr. & Cont.	82,091.30
			Total	$903,004.30

Length of Roadway	~~9.670~~ miles	9.653
Length of Five Bridges	~~0.092~~ mile	[illegible]
Length of One Bridge (Exception)	0.023 mile	
Total Length	9.705 miles	
Cost per mile Roadway	$93,382.03	

Best [illegible]

Federal Funds- -	$540,000.00
State Funds- -	363,004.30
	$903,004.30

JONES RANCH-MITCHELL SECTION

PROJECT NO. BF-175 (9)

While negotiations for rights of way are in progress, five parcels have not been acquired, but it is now believed that all necessary rights of way or rights of entry can be made fully available within fifteen days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

October 24, 1951

Oregon State Highway Department   Federal Aid Project No. RF-175 (9)

JONES RANCH-MITCHELL SECTION

OF THE OCHOCO HIGHWAY IN WHEELER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 24, 1951

Type Code 6201
Roadway (Sta. 228+50 to 746+43.4)

All Required		Clearing and Grubbing		$ 15,000.00
1,600	cu. yds.	Structural Excavation, Unclassified	$ 4.00	6,400.00
5,700	cu. yds.	Trench Excavation, Unclassified	3.00	17,100.00
520,000	cu. yds.	General Excavation, Unclassified	~~0.70~~ [illegible]	~~364,000.00~~ [illegible]
1,100,000	yd. stas.	Short Overhaul	0.015	16,500.00
13,000	C-yd. stas.	Long Overhaul	0.50	6,500.00
9.38	miles	Finishing Roadbed and Slopes	600.00	5,628.00
14,000	lin. ft.	Rounding Cutbanks	0.15	2,100.00
450	lin. ft.	12-inch Concrete Pipe	2.50	1,125.00
900	lin. ft.	18-inch Concrete Pipe	3.50	3,150.00
1,800	lin. ft.	24-inch Concrete Pipe	5.00	9,000.00
120	lin. ft.	24-inch Extra Strength Concrete Pipe	6.00	720.00
1,100	lin. ft.	36-inch Concrete Pipe	10.00	11,000.00
420	lin. ft.	48-inch Concrete Pipe	18.00	7,560.00
40	lin. ft.	24-inch Corrugated Metal Pipe, Protected Invert	6.00	240.00
100	lin. ft.	30-inch Corrugated Metal Pipe, Protected Invert	8.50	850.00
120	lin. ft.	36-inch Corrugated Metal Pipe, Protected Invert	11.00	1,320.00
130	lin. ft.	60-inch Corrugated Metal Pipe, Protected Invert	22.00	2,860.00
260	lin. ft.	60-inch Extra Strength Corrugated Metal Pipe, Protected Invert	25.00	6,500.00
80	lin. ft.	84-inch Corrugated Metal Pipe, Protected Invert	45.00	3,600.00
200	lin. ft.	Salvaging Culvert Pipe	2.00	400.00
340	lin. ft.	18-inch Corrugated Metal Siphon Pipe	5.50	1,870.00
360	lin. ft.	24-inch Corrugated Metal Siphon Pipe	8.50	3,060.00
30	cu. yds.	Concrete End Basins	80.00	2,400.00
1,400	lin. ft.	Metal Flume No. 36	4.50	6,300.00

8	M-FBM	Douglas Fir Lumber in Flume	$250.00	$ 2,000.00	
70,000	cu. yds.	4" - 0 Material in Base	1.60	112,000.00	
19,000	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	42,750.00	
2,500	M-gal.	Sprinkling	2.50	6,250.00	
9.65	miles	Preparation of Base	200.00	1,930.00	
1,400	cu. yds.	3/4" - 0 Material in Binder Course	3.50	4,900.00	
220	tons	Furnishing and Placing 3/4" - 0 Material in Binder Course	45.00	9,900.00	
26,000	tons	Class "B" Asphaltic Concrete	6.25	162,500.00	
120	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	6,000.00	
700	cu. yds.	Aggregate in Seal Coat	5.00	3,500.00	
			Subtotal	~~$846,913.00~~	820,913.00
			10% Engr. & Cont.	~~84,691.30~~	82,091.30
			Total	~~$931,604.30~~	903,004.30

Length of Roadway	9.670 miles
Length of Five Bridges	0.072 mile
Length of One Bridge (Exception)	0.023 mile
Total Length	9.765 miles
Cost per mile, Roadway	~~$96,339.63~~ 93,382.04

Federal Funds- -	~~$560,000.00~~	540,000.00
State Funds- -	~~371,604.30~~	363,004.30
	$931,604.30	903,004.30

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1952

SUBJECT:

To: Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The subcontract between C. R. O'Neil and Warren North-West, Inc., covering Items 27 to 35 inclusive, on Contract No. 3600, Jones Ranch - Mitchell Section of the Ochoco Highway, Ore. BF-175 (9), is approved, and you may so advise the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

RECEIVED

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FOR FILING
FORM 2-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1952

SUBJECT:

To:

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall St.
Bend, Oregon

Dear Sir:

The subcontract between C. R. O'Neil and Vadare Construction Company covering Items 24, 25 and 26, on Contract No. 3600, Jones Ranch - Mitchell Section of the Ochoco Highway, Ore. BFI-175 (9), is approved, and you may so inform the interested parties.

Four copies of the subcontract are being returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams ✓
C. G. Polk (2)

RECEIVED
MAY 1 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible]
FOR FILING

March 18, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter dated March 14, 1952, requesting additional information on Price Agreement No. 2, covering the placing of a rock blanket on slopes of channel changes on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, Contract No. 3600, Federal Aid Project BF-175 (9).

This work will conform to the specifications of Section 59 of the Department's General Specifications. Materials will be taken from rock cuts in roadway excavation. It will be placed on the slopes by side dump wagons or skipped in with a dragline. Where necessary to obtain uniform coverage, the materials will be hand placed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

March 10, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Rock blanket price agreement,
Oregon Project BF - 175(9)
Jones Ranch - Mitchell

Dear Sir:

Reference is made to your letter dated March 5, 1952.

Before approval of the price agreement can be recommended, more exact specifications covering the work should be submitted. For instance, assurance that the provisions of Section 59, Riprap, of the State's General Specifications will apply, with such suitable modifications thereof as you consider necessary, will be acceptable.

Very truly yours,

C. G. Polk
District Engineer

FORM E-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Prineville, Oregon
March 14, 1952

SUBJECT:

To: Mr. S. H. Probert
Office Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In reference to your letter of March 12, 1952 concerning the Price Agreement for rock blanket on channel change slopes on the Jones Ranch-Mitchell section in Wheeler County, Contract No. 3600. The work contemplated will meet the specifications as given in section 59, of the General Specifications. The material used will come from solid rock cuts in the roadway excavation, the size will conform to the General Specifications of the Oregon State Highway Commission. The rock will be placed on the slopes by side dump wagons or skipped in with a dragline and where necessary, to obtain uniform coverage, it will be hand placed.

Very truly yours
Alfred W. Bates
Alfred W. Bates
Resident Engineer

cc W. E. Chandler

RECEIVED
FEB 18 1952
FOR FILING

FORM E-30 25M 3-51 47196

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Prineville, Oregon
February 12, 1952

SUBJECT: Cemetery road at Mitchell

To: Mr. L. H. Warfield
Staff Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

In reference to your letter of February 6, 1952 to Mr. Earl Smith concerning the road to the I.O.O.F. cemetery at Mitchell. (copy to me) In this letter you stated that the cemetery road is entirely outside of the new highway right of way, but the cemtery road is on the new highway right of way from approximately Station 700+55 to Station 701+70.

However the highway construction will not interfere with the cemetery road and I had planned on leaving it exactly as it is now.

Very truly yours

Alfred W. Bates

Alfred W. Bates
Resident Engineer

NOTED
WARFIELD

CEIVED
FEB 7 1952
FOR FILING

February 6, 1952

Mr. Earl Smith
c/o Donald M. Graham
Lawyer
Prineville, Oregon

Dear Mr. Smith:

We have checked the plans for the Jones Ranch-Mitchell Section and find that the road to I.O.O.F. cemetery is entirely outside of the new highway right of way.

At the point where the cemetery road now leaves the highway, the new center line will be a few feet south and at approximately the same grade. The plans show an approach from the new highway to the present cemetery road at approximately the same location as it is now.

According to these plans the present road will be left intact. If you have any further questions in regard to the approach, we suggest you contact our Resident Engineer, Mr. Alfred T. Bates at Prineville.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: L. H. Warfield
Staff Engineer

LHW:kp

cc Mr. A. T. Bates

DONALD M. GRAHAM
LAWYER
PRINEVILLE, OREGON

[illegible]

[illegible]

Earl A. Smith

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
[illegible] 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

B7-175(9)

December 27, 1951

Mr. C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3600, which was awarded to you on November 28, 1951 by the State Highway Commission, for grading and paving on the Jones Ranch-Mitchell Section of the Ochoco Highway, Wheeler County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 12/27, g

RECEIVED
DEC
FOR FIL

BF-175(9)

December 19, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 10, 1951 on Contract No. 3600, Jones Ranch-Mitchell Section, in connection with Federal-aid Project No. BF-175(9).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

RECEIVED
JAN 30 1952
FOR FILING

AGENDA
[illegible]

November 28, 1951

Mr. C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

Dear Mr. O'Neil:

The State Highway Commission on November 8, 1951 accepted your proposal for grading and paving the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County, for the sum of $726,595.50, and awarded contract No. 3600 to you subject to clearance of right of way and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form, which contains specificiations, and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBC:ls
Enc.
cc: H. G. Smith
Goldie Lewis
S. H. Probert
W. M. Franzwa, SIAC

Sec confirmed

StC

MESTIC SERVICE k the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	LETTER TELEGRAM
VICTORY LETTER	SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 28, 1951
4:00 p. m.

C. R. O'Neil
Route 2, Box 116
Creswell, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving Jones Ranch-Mitchell Section of the Ochoco Highway, Wheeler County for which you submitted low bid on November 8. Contract form will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
C. W. Head
Auditor (5000-900)
Files ✓

RECEIVED
1951
FOR FILING
OREGON DISTRICT

[illegible]

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 28, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract for Oregon Project BF-175(9), Jones Ranch-Mitchell Section of the Ochoco Highway to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $728,595.50 at the November 8, 1951 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
[illegible] 30 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

[illegible]

36

November 28, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

May we have your concurrence in the award today of contract for grading and paving on the Jones Ranch-Mitchell Section, Project BF-175 (9), to C. R. O'Neil of Creswell, Oregon, on the basis of his bid in the amount of $728,595.50 submitted on November 8, 1951.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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FOR FILING

FORM E-30 25M 9 51 47196

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1951
Salem, Oregon

SUBJECT: Jones Ranch-Mitchell
Wheeler County

To:

W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

The Right of Way Department has cleared the right of way for the Jones Ranch-Mitchell Section in Wheeler County and the contract may be let.

Forrest Cooper

Forrest Cooper
Right of Way Engineer

FC:mmh

RECEIVED
FOR FILING
FORM E-30 25M 5-50 40300

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

November 9, 1951

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

To: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

Herewith you will find the original and six copies of the proposed agreement for the abandonment and retention of right of way on the Jones Ranch-Mitchell Section of the Ochoco Highway in Wheeler County. This is a three-party agreement by and between the State and Wheeler County and the City of Mitchell.

Yours very truly,

Thomas J. Reeder
THOMAS J. REEDER

TJR:gk
Attach.

Ok 11/28 1951
HMLibby

NOTED
W. C. WILLIAMS

Revised copy to Legal Dept
12/11 1951
HMLibby

RECEIVED
NOV 16 1951
ENGINEER
COUNTY & CITY RELATIONS

ASSIGNMENT

No. 30

e: November 28, 1951

By wcw

Description: Thomas J. Reeder's letter of November 9 enclosing original and six copies of agreement for abandonment and retention of R/W on Jones Ranch-Mitchell Section of Ochoco Highway in Wheeler County

Acknowledged by _____ Referred to __Cattrall________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

____

Assignment executed 12-11-51 Report received _________

Remarks: Please secure signatures of County and City.
WCW

November 26, 1951 **ASSIGNMENT** No. 3054
By

Description: Thomas J. Reeder's letter of November 9 and seven copies of agreement covering abandonment and retention of R/W on Jones Ranch-Mitchell Section of Ochoco Highway in Wheeler County

Acknowledged by _____ Referred to Libby ✓

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for __________________ signature

Assignment executed 11-28-51 Report received ________

one
Remarks: Please check and return.

WCW

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

RECEIVED
5

EF-175(9)

#36AA

November 1, 1951

3011

EF 175

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the bank protection on the Jones Ranch-Mitchell Section, Oregon Project EF-175(9), from Station 735 to Station 737.

The locating engineer originally designed a species of toe wall for this section, but it was eliminated principally on the recommendation of the Bridge Department which thought it unnecessary on account of the flat cross section of the channel outside of the fill. However, it is our intention to select the rock from the outside of the fill so that it will approximate riprap.

There are one or two other places where we overlooked placing riprap in the plans, and we have set up a sum in the contingency item to cover a nominal amount of riprap and will take special pains to see that all places are adequately protected.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS hi
cc Mr. H. G. Smith

ASSIGNMENT

ctober 30, 1951

No. 3011
By [illegible]

Description: Letter 10-29-51 from C. G. Polk re bank protection, Jones Ranch-Mitchell - Oregon Proj. HF-175(9)

Acknowledged by _____ Referred to ___ H. G. SMITH ___________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for __________________ signature
____

Assignment executed [illegible] Report received _________

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 29, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Bank Protection, Jones Ranch-Mitchell - Oregon Project BF-175(9)

Dear Sir:

Reference is made to the plans, specifications and estimates which you have recently submitted for this project.

This office is concerned about the apparent lack of bank protection in this flash-flood area. No mention is made in the specifications or estimate of such protection. Your special attention is called to the section lying between approximate stations 735 to 737.

May we have your comments?

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
NOV 1951
FOR FILING

OREGON DISTRICT

BF-175(9)

3600

BF-175(9

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-175(9), Jones Ranch-Mitchell Section of the Ochoco Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending receipt of advice that all rights of way or rights of entry have been secured.

Please forward the usual copies of a resolution covering encroachments, etc. by the city council of Mitchell, prior to preparation of the project agreement estimate.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

FA-128(4) Reedsport-Winchester Bay 1951
Sec., Oregon Coast Hwy.
#3601

RECEIVED
MAR 11 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 9, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3601 F. I -128/4	25-Post Final	Berke Brothers

(~~VOUCHER NO.~~) [illegible]	(WARRANT NO.)	(AMOUNT)	(DATE)
4380	R-117430	$ 2,861.71	3/9/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1953

Time Extensions: to Oct. 14, 1953 without penalty

Completion Date: Oct. 14, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:
Ruth Rawlings

NOTED ON CARD

RECEIVED
FOR FILING

81-13 (4)
3[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 31, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3601	24-Final	Berke Brothers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1341	R-114188	$ 16,544.92	1/31/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION
Ruth Rawlings

Specified Completion Date: Aug. 31, 1953

Time Extensions: to Oct. 14, 1953 without penalty

Completion Date: Oct. 14, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-1-55

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: Ruth Rawlings

FORM E-133 30M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 1st, 1954

Berke Brothers
General Contractors
7923 N. E. Halsey Street
Portland, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. O. E. Berke

Gentlemen:

In regard to your letter of May 27th, enclosing claim in the amount of $20,653.67 on Contract #3601, Reedsport-Winchester Bay Section of the Oregon Coast Highway.

I have discussed this several times with Mr. McKinney and have a written report from Mr. Edwards who has gone over the entire records of the job, including McKinney's diary, and submitted a detailed report. Mr. Edwards' analysis is as follows:

"Item 1 - Extra work handling material filling in under the new bridge at Scholfield Creek. Total claim is $308.15 and covers the cost of labor and one day's use of a 105 c.f. Leroy compressor.

On Sheet 3 of the plans is a notation of a 362-foot bridge with 58-foot roadway and 5-foot walks to be constructed under separate contract. This same plan and same sheet shows the construction of curbs and paving against the ends of the proposed new bridge. It is very evident that the intent of the plans was to require filling in and around and under the ends of the bridge which was to be constructed under the proposed separate contract. In the Special Provisions under Paragraph 2, "Special Compacting Methods Required for Fine Materials", and on Page 12, specific attention is directed to the necessity of use of special compacting methods around abutments, in the immediate vicinity of piers, columns etc., indicating that such was anticipated. On Page 51 of the Special Provisions further reference is made to the Scholfield Creek bridge with the statement that a possible grade change was being considered and the right was reserved to modify the existing grade as necessary with the stipulation that any additional work required not covered by applicable bid items would be paid for on an extra work basis. An examination of the plans indicates that the grade was not modified but was built to the exact grade shown on the bidding plans. Therefore, no extra work would be allowable. Further reference is made on Page 56 and Page 57 of the Special Provisions to the fact that the contractor would be required to conduct his work without interference to the bridge contractor and that if due to non-completion of the bridge by the specified completion date, the grading contractor would be unable to complete his work then an extension of time would be given to cover the delay. Page 57 of the Special Provisions specifically states that non-completion of the structural work within the expected time would not relieve the contractor of his obligations to entirely complete all work specified to be done under his contract and "neither will such non-completion entitle him to extra compensation".

In view of the above, it is very obviously the intent of the plans and specifications that the grading contractor should complete the construction of the fills, in, around and under the proposed Scholfield Creek bridge. Therefore, the claim of extra work for handling filling material in under the new bridge should be rejected."

As Mr. Edwards clearly points out, the contract contemplated filling the approaches to the bridge. Rock from the big cut was used in filling the west approach to the bridge, and some rock was used in the east approach in lieu of the gravel and earthy material called for in the specifications. This probably relieved you of a great deal of time for the pneumatic hammer, since it could not be used in placing the stone, and I doubt if there was any additional cost from the character of the material used.

Item 2 - Remove concrete pipe that had already been laid at the north end of the big cut, Station 63+00, due to grade change. Total claim is $106.00.

Mr. Edwards recommends that we pay you for 36 feet of culvert pipe plus 7 cubic yards of excavation, which amounts to $143.30.

Item 3 - Overbreak in the water main ditch in the big cut from Station 63+00 to Station 78+00.

Inasmuch as this material was placed in the fill and use made of it, I am agreeable to making payment at $0.83 per cubic yard, or $1,045.24.

"Item 4 - Extra work caused by changing the grade through the big cut. Had to dig out mud and backfill with large rocks three times. Total amount is $2,543.73.

As related heretofore under Item 2, a grade change in the cut was necessary. Assistant Division Engineer Morgan met with Berke and McKinney in regard to the grade change and the difficulties attendant thereto. In making the grade change, a considerable saving was made to the contractor in handling traffic in that one stage of construction which would have included preparation of a suitable detour south of the cut was eliminated. At the discussion, Mr. Berke agreed to make the grade change at his bid price. The pay excavation was to include all the excavation in the cut plus some excavation that would be necessarily removed from the fill north of the cut which had already been placed. At the meeting between Berke and McKinney, Berke agreed to do the work for his bid excavation prices, as evidenced by Morgan's diary. However, Berke brought this item up later and indicated that considerable trouble had been encountered due to drilling short holes etc. I concurred in his thinking and executed Price Agreement No. 2 which provided for payment of ten cents additional for material below grade. This included 16,279 yards, for which payment of $1,627.90 was made.

This item also includes "had to dig out mud and backfill with large rocks three times". The contractor lists work on April 24th and 25th, May 2nd, 4th and 5th, and May 11th and 12th as the three occasions or three times which the work had to be done. McKinney's diary excerpts, which are included in the letter attached, indicate that on the first two occasions the contractor was not down to grade, and hence, the problem was a normal construction problem and not recoverable. Also, McKinney's diary is not in agreement with the contractor as to the amount of equipment in use. On the May 11th and 12th dates, McKinney's diary indicates that the contractor was excavating below subgrade and the final records indicate such was measurement and payment being made for the work in compliance with the specifications. Items are shown on Line 35 and Line 39, Page 1 of the estimate sheets indicating payment for items of 101.7 and 846.3 cubic yards of material. The item on Line 39 is also included under Price Agreement No. 2, which would make the total return to the contractor for these two items $871.47. The total payment made on the estimate in view of the foregoing for change in grade and excavation below grade was then $2,498.37."

It would seem that this amount of $2,498.37 is practically the amount $2,543.73 which you claim. Therefore, there would seem to be no need of an adjustment on this item.

"Item 5 - Haul on material from the cut to the bridge. Claim states: "Haul on material from big cut, Station 66, to the bridge over Scholfield Creek, Station 0+00, total yards hauled from the cut 14,677 for which claim of $6,076.53 is made."

The mass diagram prepared with the final records indicates a total of 10,487.1 cubic yards was hauled from the cut near Station 70 on which payment of 62,869 yard stations of short overhaul and 6,150 C-yard stations of long overhaul was paid. This item is included as a part of the haul shown on Line 26 of the estimate sheet."

"Item 6 - Extra expense to contractor ripping up old black top and relaying for base material on the new grade. This eliminated the use of base rock material. Total of the claim is $2,006.40 and is arrived at by reducing scraper loads of materials to cubic yards and then applying contractor's bid price for base rock in place thereto.

Contractor reduces the operations to three particular days, namely, October 11th, October 15th and October 22nd, with 416,208 and 80 yards, respectively, being moved on the aforementioned days. Excerpts of McKinney's diary attached indicate that the work on October 11th was done as an arrangement between the inspector and the contractor for the benefit of handling traffic for which the contractor was responsible and for which, therefore, he should assume some responsibility with regard to cost. The work done on

October 15th and October 22nd was work within the scope of the cross-sections and was measured and paid for as general excavation. The Special Provisions specifically require that selecting and sorting and placing of materials in excavation areas is as desired and as directed by the engineer and shall be done at the contract bid prices. Therefore, it appears that the items on October 15th and October 22nd were fully within the scope of the work and were compensated therefor. I find no reference in the records under date of October 11th as to whether the material was paid for or not. I would recommend an execution of a price agreement in the amount of 416 cubic yards at the contractor's bid price of 83 cents to cover this work."

I would approve Edwards' recommendation of 416 yards at $0.83, or $345.28.

"Item 7 - Extra expense to the contractor due to Resident Engineer not setting red tops far enough in advance of the oiling contractor arriving on the job so that the prime contractor could prepare the road for oiling. Contractor had to pay out money for motor grader and roller from the J. C. Compton Company. Total of the claim is $815.62."

McKinney seems to feel that any rush work in preparing the grade immediately ahead of the paving was due to your uncertainty as to how much preparation was to be done by J. C. Compton, and that after he arrived on the job, it was determined that the subgrade was not suitable for paving without additional finishing. This additional work seems to have been specifically ordered by the Division Engineer a few days before the paving was to start and in part may have been caused by the traffic using the road, as I seem to remember considerable distortion of the road even after the base for the pavement had been laid. Finishing cannot be accepted piecemeal, and if it is not suitable for paving, it must be corrected no matter what the reasons. I do not feel that this bill can be allowed.

"Item 8 - Equipment on the job that we were unable to use because the Resident Engineer wouldn't give us any stakes beyond the big cut. Total of the item was $7,752.80 and comprises a rental charge of 816 hours at $9.50 per hour for three Caterpillar DW-10's and scrapers.

In regard to this item, excerpts from McKinney's diary are included in the attached letter. Basically, the facts were these: The contractor partially cleared in a hit and miss pattern some of the area south of the big cut and began work of opening up some of the cuts. Clearing was not progressed far enough ahead to allow proper staking and inasmuch as proper staking could not be accomplished, a proper balance of quantities could not be secured and it could not be determined definitely whether or not borrow area would be required and particularly, as to the extent thereof. I discussed this on the project with McKinney under date of August 22nd, the question of borrow area having come up on August 16th as noted in McKinney's report. My inspection indicated that the project should be properly cleared and that the bulk of the excavation should be removed from the area between the big cut and Winchester Bay prior to opening of borrow areas. A further inspection was made on October 1st, at which time the excavation was sufficiently opened up and sufficiently completed that it was possible to make a determination of the probable amount of borrow that would be needed and to select a location from which to secure the same. At that time I authorized McKinney to proceed with opening up of the borrow pit and designated the area therefor.

Work of clearing the borrow area was started immediately and excavation started thereon on October 3rd. Analysis of the foregoing in my mind does not constitute a basis upon which the contractor can submit a claim for equipment on the project which he does not have a place to use. If the foregoing premise were accepted, then it would become incumbent upon the State to permit use of any equipment which the contractor might place upon the job and would further open the door to claims for equipment not in use at any and all times. I believe the basis for claim entirely unjust and should be rejected."

It is never the practice of the Department to permit borrow before the cuts are excavated sufficiently to determine the shrinkage or swell on the material and to make an accurate estimate of the borrow required. Apparently Mr. Edwards permitted you to borrow as soon as this could be done, and I think under the contract he was justified in withholding permission to borrow until that time. Therefore, I can see no justification for this claim.

In summation, I am willing to recommend payment of your claim as follows:

Item 2	$ 143.30
Item 3	1,045.24
Item 6	345.28
Total	$1,533.82

If you are not satisfied with this analysis of your claim, I would suggest you make an appointment with Mr. Williams to discuss the matter.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: W. C. Williams ✓

FOR FILING

May 6th, 1954

Reedsport-Winchester Bay Section
Contract #3601

BF-[illegible](4)

FINAL COST ANALYSIS
Grading and Paving
Berke Bros., Contractors
C. C. McKinney, Resident Engineer

Oregon Coast Highway
Prefix 10-1045-201(41)

3601 Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	All	100%	$17,645.19	$20,000.00	$ 17,645.19	$ 20,000.00
Removal of Pavement	Sq. Yd.	67.8	1.36	2.00	92.35	135.60
Struct. Exc., Unclass.	Cu. Yd.	942.7	3.39	3.50	3,199.39	3,299.45
Struct. Exc., Water Main Trench, Unclass.	" "	759.77	4.76	2.50	3,623.22	1,899.43
Trench Exc., Unclass.	" "	316.5	3.32	3.50	1,052.00	1,107.75
Gen'l. " "	" "	415,392	0.81	0.83	337,445.97	344,775.36
Short Overhaul	Yd. Sta.	1,259,268	0.015	0.015	18,889.02	18,889.02
Long "	C-Yd. Sta.	16,633	0.60	0.60	9,997.80	9,997.80
Finish R/B & Slopes	Mile	3.66	677.85	1,000.00	2,480.96	3,660.00
Rounding Cutbanks	Lin. Ft.	2,800	0.13	0.15	376.26	420.00
18" Corr. Metal Pipe	" "	59	3.69	5.00	218.09	295.00
36" " " "	" "	20	12.94	15.00	258.95	300.00
12" Concrete Pipe	" "	201	2.06	2.35	415.49	472.35
18" " "	" "	723	3.58	4.00	2,589.84	2,892.00
24" " "	" "	132	6.12	6.00	808.65	792.00
36" " "	" "	183	10.10	10.00	1,848.63	1,830.00
18" Extra Strength Concrete Pipe	" "	363	4.33	4.50	1,572.60	1,633.50
8" Sewer Pipe	" "	279	1.92	2.00	535.40	588.00
Salvage Culvert Pipe	" "	397	2.29	3.30	909.84	1,310.10
*Type "B" Manholes	Each	1	350.00	350.00	350.00	350.00
*Concrete Catch Basins	"	5	75.00	75.00	375.00	375.00
*Conc. Curbs & Gutters	Cu. Yd.	235.43	55.00	55.00	12,948.65	12,948.65
*3/4" x 18" Dowel Bars Gutters	Each	220	0.60	0.60	132.00	132.00

NOTED
State Highway Engineer

Unit	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
*Concrete Walks	Sq. Yd.	38.4	$5.00	$5.00	$ 192.00	$ 192.00
*Concrete Sight Posts	Each	70	12.00	12.00	840.00	840.00
*Class "A" Concrete in Box Culvert	Cu. Yd.	386.39	80.00	80.00	30,911.20	30,911.20
*Metal Reinforcement	Lb.	65,311	0.12	0.12	7,837.32	7,837.32
*1½" Electrical Conduit	Lin. Ft.	587	1.00	1.00	587.00	587.00
*½" Galv. Iron Pipe	" "	29	0.40	0.40	11.60	11.60
*3/4" Galv. Iron Pipe	" "	259	0.50	0.50	129.50	129.50
*1" " " "	" "	320	0.60	0.60	192.00	192.00
*1¼" " " "	" "	306	0.80	0.80	244.80	244.80
*1½" " " "	" "	42	1.00	1.00	42.00	42.00
*2" " " "	" "	200	1.25	1.25	250.00	250.00
*2½" " " "	" "	55	1.50	1.50	82.50	82.50
*½" Drain Valves	Each	3	4.00	4.00	12.00	12.00
*Stationary Sprinkler Heads	"	56	2.50	2.50	140.00	140.00
*2" Control Valves	"	4	20.00	20.00	80.00	80.00
*2½" Gate Valves	"	1	40.00	40.00	40.00	40.00
*Preparing Soil and Seeding	Acre	0.39	500.00	500.00	195.00	195.00
*Grass Seed, Highland Bent	Lb.	60	2.00	2.00	120.00	120.00
*Inorganic Fertilizer	Cwt.	7.2	6.00	6.00	43.20	43.20
2½"-0" Mat'l. in Base	Cu. Yd.	7,492.5	2.59	2.85	19,427.79	21,353.63
Selected R/B Topping	" "	22,109	2.59	2.85	57,444.73	63,010.65
3/4"-0" Mat'l. in Leveling Course and Shoulders	" "	9,952.5	2.57	2.85	25,640.11	28,364.63
Sprinkling	M/Gal.	1,913.12	1.88	3.00	3,604.11	5,739.36
**3/4"-0" Mat'l. in Binder Course	Cu. Yd.	1,216	4.00	4.00	4,864.00	4,864.00
**RC-3 Asphalt in Binder Course	Ton	125.56	50.00	50.00	6,278.00	6,278.00

Item	Unit	Quantity	Unit Cost	Unit Bid	Total Cost	Gross Revenue
**Class "B" Asphaltic Concrete	Ton	14,456.5	$7.35	$7.35	$106,255.28	$106,255.28
**RS-1 Emulsion in Seal Coat	"	9.25	55.00	55.00	508.75	508.75
**Asphaltic Concrete Traffic Markers	Lin. Ft.	572.7	1.00	1.00	572.70	572.70
PA #1, Weep Holes	Each	68	1.55	3.00	105.64	204.00
PA #2, Extra All. for General Excavation Below Original Grade	Cu. Yd.	16,279		0.10	Included in General Excavation	1,627.90
PA #2, Extra All. for General Excavation Removal of Slides	" "	1,622.9		0.15	Included in General Excavation	243.36
PA #2, Extra All. for General Excavation Lay Back of Slopes	" "	757.3		0.15	Included in General Excavation	113.60
PA #3, 18" Corr. Metal Pipe	Lin. Ft.	40	2.70	2.70	108.00	108.00
PA #3, 8" Sewer Pipe	" "	27	0.44	0.44	11.88	11.88
PA #4, Cement Adj. in Favor of State	Bbl.	39.5		4.14		- 163.53
Force Account					3,655.21	3,957.08
					$688,236.62	$713,804.50

* Work done all or in part by Valley Construction Company.
** " " " " " " " J. C. Compton Company.

Gross Revenue	$713,804.50
Total Cost	688,236.62
Net Profit	$ 25,567.88

Net Profit Equals 3.38% of Gross Revenue

Detail of Cost
Berke Bros., Contractors

Labor:

Labor and Supervision	$196,446.69	
Labor Insurance	12,973.83	
		$209,420.52

Materials:

18" Corr. Metal Pipe	99	Lin. Ft.	at	$2.70	$ 267.30	
Bands	3	Each	"	4.31	12.93	
36" Corr. Metal Pipe	20	Lin. Ft.	"	8.67	173.40	
Bands	1	Each	"	8.85	8.85	
12" Concrete Pipe	201	Lin. Ft.	"	0.85	170.85	
18" " "	723	" "	"	2.10	1,518.30	
24" " "	132	" "	"	2.75	363.00	
36" " "	183	" "	"	5.50	1,006.50	
18" Extra Strength Concrete Pipe	363	" "	"	2.65	1,324.95	
8" Sewer Pipe	306	" "	"	0.44	134.64	
2½"-0" Material	7,492.5	Cu. Yd.	"	1.85	13,861.13	
Selected Roadbed Topping	22,109	" "	"	1.85	40,901.65	
3/4"-0" Material	9,952.5	" "	"	1.85	20,292.77	
4" Drain Tile	68	Lin. Ft.	"	0.125	8.50	
						80,044.77

Equipment Rentals, Supplies and Miscellaneous Expenses:

Equipment Rental (Hired)	$ 16,013.52	
Equipment Rental (Own)	137,262.63	
Gas, Oil and Grease	22,589.07	
Powder and Caps	22,517.61	
Freight	4,121.73	
Bond	5,024.87	
P.U.C.	1,033.26	
P.L. & P.D. Insurance	597.25	
Small Tools	8,111.49	
General Office & Misc. Expense	7,265.40	
		224,536.83

Paid Valley Construction Co.	55,755.77
Paid J. C. Compton Co.	118,478.73
Total Cost	$688,236.62

Remarks:

This was a "Regular Federal Aid Project" located on the Oregon Coast Highway in Douglas County. The north end of the project is approximately 0.16 mile north of Scholfield Creek in the city of Reedsport. The south end is at the intersection of the highway with the south line of 9th Street in the city of Winchester Bay. The overall length of the project is 3.79 miles. The net length of the grading and paving was 3.72 miles. Through an equation in stationing Station 499+78.63 Back equals Station 0+00 Ahead.

The work to be done under this contract consisted of the construction of two reinforced box culverts, the construction of 3.72 miles of highway roadbed, rock base and shoulders, the construction of concrete curbs and gutters, concrete traffic separators, concrete walks and drainage structures, the construction of approximately 13,700 tons of asphaltic concrete pavement with bituminous binder course and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid on October 11th, 1951, and awarded to Berke Bros., contractors, on December 4th, 1951. Work was started on the project on December 10th, 1951, and the project was completed on October 14th, 1953.

The contractors began clearing and grubbing on December 10th, 1951, using two D-8 caterpillar tractors with dozer blades and a varying number of men ranging from four to thirty. The clearing progressed slowly due to heavy rains and marshy areas in which the men had to work. It was completed on June 18th, 1952.

The grading was begun on May 12th, 1952, and continued until December 23rd, 1952, at which time the contractors shut down for the holidays. Work was resumed on January 5th, 1953, and the grading was completed on July 25th, 1953. The contractors used the following equipment during the grading operations: five D-8 caterpillar tractors with bulldozer blades, one 3/4 cu. yd. shovel with dragline, three DW-10 scrapers, three D-8 caterpillar tractors with scrapers, one 315 cu. ft. compressor, one 500 cu. ft. compressor, four wagon drills, one 105 cu. ft. compressor, two jackhammers, one 1½ cu. yd. Koering shovel, three dumpies, one 8 cu. yd. dump truck, one 5 cu. yd. truck, one No. 12 power grader and other necessary equipment.

The material excavated consisted of both common and rock. The common material was moved with DW-10 scrapers and cats and scrapers, and the rock, which had to be shot, was moved by using a 1½ cu. yd. shovel, three dumpies and two trucks. Work throughout the grading period was hampered by heavy rains. The contractors supervised the work themselves and by having a good plan of operation made a profit on the excavating.

The Valley Construction Company, by mutual agreement with the prime contractor, assumed the responsibility for the following items: Type "B" manholes, concrete catch basins, concrete curbs and gutters, 3/4" x 18" dowel bars in gutters, concrete walks, concrete sight posts, Class "A" concrete in box culvert, metal reinforcement, 1½" electrical conduit, ½" galvanized iron pipe, 3/4" galvanized iron pipe, 1" galvanized iron pipe, 1¼" galvanized iron pipe, 1½" galvanized iron pipe, 2" galvanized iron pipe, ½" drain valves, stationary sprinkler heads, 2½" gate valves, preparing soil and seeding, grass seed and inorganic fertilizer, for which they received the bid prices.

The J. C. Compton Company did the work on the following items: 3/4"-0" material in binder course, RC-3 asphalt in binder course, Class "B" asphaltic concrete, RS-1 emulsion in seal coat and asphaltic concrete traffic markers.

The binder shot was started on July 25th, 1953, and completed on July 30th, 1953. The paving was started on July 30th, 1953, and completed on September 3rd, 1953.

The equipment used by the J. C. Compton Company consisted of a 4,000# batch Madsen batching plant, one D-7 bulldozer, one 10-ton tandem roller, one 10-ton, 3-roll tandem roller, one Barber-Greene paver, one water wagon, six 8 cu. yd. trucks, a No. 12 motor grader, a varying number of hired trucks and other necessary equipment.

Although the contractors encountered more rock than anticipated and weather conditions that were adverse to their operations, by supervising the project themselves, having a good plan of operation, good equipment and high bid prices, they were able to make a small profit.

F. W. Sugnet
Cost Analyst

ECEIVE

FOR FILI

1F-1.3(4)

3601

April 14, 1954

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 3601 for work performed on the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County was completed by the contractor, Berke Bros., on October 14, 1953 and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $16,544.92 will be released to the contractor on or after April 24, 1954. The total contract amount is $713,804.50, of which amount $3957.08 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appeas as the surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

4-14-54

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

8(4)

36-1

March 31, 1954

NOTED
W. C. WILLIAMS

Mr. W. C. Williams, Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 29, 1954, concerning our bill No. G-2540 for moving guy and anchor at structure 1/7 of the Mapleton-Reedsport transmission line.

We have found that your voucher No. 20225 was received in this office on October 16, 1953, and through our error the amount was credited on another claim.

We have applied the funds against our bill No. G-2540 and want to take this opportunity to thank you for your payment and assistance in the matter.

Very truly yours,

Floyd C. Groves
Floyd C. Groves, Chief
General Accounting Unit

RECEIVED
APR 1 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 1954
FOR FILING

11-1-8(4)

5631

4956

Cross Referenced To:
adm
U. S. Gov't
Dept. of Int.
B. Pa

March 29, 1954

Mr. Floyd C. Groves, Chief
General Accounting Unit
Bonneville Power Administration
U. S. Department of the Interior
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of March 22 concerning your Bill No. G-2540 dated June 26, 1953 for moving guy and anchor at structure 1/7 of the Mapleton-Reedsport transmission line.

A check with our Auditing Department indicates that Voucher No. 20225 was mailed on October 15, 1953 in payment of this claim. A further check with the Secretary of State's office reveals that the warrant was cashed and returned during the month of November, 1953.

If you desire a photostatic copy of the warrant we can arrange to furnish the same to you.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1954

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

Reference is made to Assignment No. 4956 WCW pertaining to a bill from the Bonneville Power Company for moving a guy and anchor on the Mapleton Reedsport transmission line.

A check with the Accounting Division shows that a voucher No. 20225 was made and mailed on October 15, 1953, for this claim. A further check with the Secretary of State's office reveals that the warrant was cashed and returned during the month of November, 1953. If the Bonneville Department wish a photostatic copy of the warrant we can arrange to secure it for them.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

EAP:of

ASSIGNMENT

Date: March 22, 1954 No. 4956 By WCW

Description: Letter of March 22 by Floyd C. Groves of Bonneville Power Administration regarding Bill No. G-2540 submitted in June, 1953k for moving guy and anchor at structure 1/7 of BPA's Mapleton Reedsport transmission line

Acknowledged by_____ Referred to Smith ✓

☐ Investigate and report with recommendation
☒ Such action as necessary and report
☐ Comment or recommendation
☐ Return with rough draft of reply
☐ Prepare reply for signature of Mr.________
☐ Contact correspondent and report

Remarks: ~~It~~ This bill was sent to you in July, 1953. Please check promptly on same.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 3-24-54 Report Received__________
me

STATES
F THE INTERIOR
R ADMINISTRATION
B, OREGON

March 22, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Bill No. G-2540 dated
nchor at structure 1/7 of
on line per letter signed
ghway Engineer.

outstanding for some time,
so that payment may be

ble to the Treasurer of
the Bonneville Power Ad-
and, Oregon.

Yours truly,

Floyd C. Groves, Chief
General Accounting Unit

RECEIVED
MAR 23 1954
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

March 22, 1954

PLEASE RETURN TO
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to our Bill No. G-2540 dated June 26, 1953 for moving guy and anchor at structure 1/7 of BPA's Mapleton Reedsport transmission line per letter signed W. C. Williams, Assistant State Highway Engineer.

Since this bill has been outstanding for some time, we are calling it to your attention so that payment may be expected in the near future.

Check should be made payable to the Treasurer of the United States and forwarded to the Bonneville Power Administration, P. O. Box 3537, Portland, Oregon.

Yours truly,

Floyd C. Groves
Floyd C. Groves, Chief
General Accounting Unit

RECEIVED
MAR 23 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 30 1953
FOR FILING

December 30, 1953

Berke Bros.
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on December 10, had under discussion your request for an extension of time from August 31 to October 14, 1953 within which to complete your contract No. 3601, for grading and paving on the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

C. C. McKinney,
Resident Engineer

H. G. Smith,
Construction Engineer

Form E-1-10M

EE 127(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 26, 1953

Section Reedsport - Winchester Bay

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 10 - 1045

Contractor Barke Bros.

Contract number 3601

Date of contract December 4, 1951

Date of completion August 31, 1953

Date work started December 10, 1951

Estimated date of completion October 14, 1953

Project Authorization ~~Amount of contract~~ $721,867.19

Per cent of time elapsed 106.9 %

Less Engineering
Estimated cost of completed project, exclusive of engineering $721,404.55

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $55,262.56, 100 %

Date project was completed October 14, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi- Final Estimate forwarded to the Division Office on December 22, 1953

	Sta.	Sta.	Plan	Final
Excavation	507+00	192+00	346,930 c.y.	415,203.8 c.y.
Embankment	507+00	192+00	392,924 c.y.	368,810.1 c.y.

NOTED
FORREST COOPER

RECEIVED
DEC 28 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed C. C. McKinney

Address P. O. Box 654 Reedsport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
B. A. MARTIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.66	3.66		3.66	3.66
Miles partially completed					
Miles completed	3.66	3.66		3.66	3.66
Total estimated quantities	415,203.8	39,551		125.56 T	14.456.5 T
Estimated quantities moved or placed to date	415,203.8	39,551		125.56 T	14.456.5 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	" Rain		
Wednesday	Clear		
Thursday			
Friday			
Saturday			

State Printing

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[illegible]

3401

December 1, 1953

Oregon State Highway Commission

Request for extension of time
No. 22
December 10 and 11 Meeting

Gentlemen:

Herewith is a request from Morse Bros. for an extension of time on the Reedsport-Winchester Bay Section of the Oregon Coast Highway, Contract No. 3401, from August 31, 1953 to October 14, 1953.

Unusually heavy rainfall during the spring and summer months delayed the contractor to such an extent that he was unable to complete the paving by the specified time. No inconvenience was experienced by the public and no excessive engineering cost will be suffered by the State.

I recommend that the extension be granted without penalty and Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

EAP: fp

RECEIVED
FOR FILING

November 23, 1953

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Berke Brothers a portion of the funds heretofore retained by the Commission on contract No. 3601, for the Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County.

This payment, in the amount of $39,806.39, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $21,564.73. The present payment will be released on or after December 3, 1953.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

11-23-53

RECEIVED
FOR FILING

[illegible]

November 19, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

On September 28th we requested your concurrence in the extension of time on the Reedsport-Winchester Bay Contract No. 3601, Oregon BF-128(4) from August 31, 1953 to September 30, 1953.

On September 30th you concurred in this extension without penalty, however, before this was submitted to the Highway Commission for final approval it was determined that the project would not be completed by that date. This project has now been completed as of October 14, 1953 and I request your concurrence in the extension from August 31st to October 14th, without penalty, in accordance with our original request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Ass't. State Highway Engineer

WCW:js

cc H. G. Smith

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October 29, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 14, 1953 on Contract No. 3601, Reedsport-Winchester Bay Section in Douglas County, in connection with Federal Aid Project No. BF-128 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

MCW:tp

c.c.: John Cattrall

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953
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[illegible]
3601

September 28th, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Reedsport-Winchester Bay Contract #3601, Oregon FF-128(4), from August 31st, 1953, to September 30th, 1953, to Berke Bros., contractors.

Exceptionally heavy rainfall during the spring and summer months delayed the contractor to such an extent he was unable to complete his paving by the required time. No undue inconvenience was experienced by the public and no excess engineering costs will be suffered by the State.

I, therefore, recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

H

cc to: M. G. Smith

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Rt 128(4)

3621

file

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
Southwest Area Office
P. O. Box 1269 Eugene, Oregon

July 6, 1953

NOTED
W. C. WILLIAMS

W. C. Williams, Ass't. State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Presented herewith for payment are two copies of bill No. G-2540 in the Amount of $368.04, which covers the cost of manning a guy and anchor and the establishment of a stub pole at structure 1/7 on the BPA Mapleton-Reedsport transmission line. This is in accordance with your letter of December 3, 1953 to Mr. George F. Englesby, a copy of which is attached.

Your remittance, together with the original copy of this bill should be returned to:

W. S. Dalton, Chief Gen'l. Accounting Unit
Bonneville Power Administration
P. O. Box 3537
Portland 8, Oregon

Very truly yours,

W. D. Beattie

W. D. BEATTIE
Southwest Area Engineer

Copy [illegible]

LRS/WDB/fmn

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

Address Reply to
State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: A.P.D.

April 28, 1953

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The enclosed inspection was made by our Mr. H. A. Curtis on April 22, 1953, and covers the grading and surveying operation of the Oregon State Highway Commission located at Reedsport-Winchester Bay section of Highway 101.

In order that we may clear our records, it is requested that the attached compliance card be completed and mailed so as to reach us not later than May 6.

Your cooperation in effecting the completion of these corrections will be appreciated.

Very truly yours,

STATE INDUSTRIAL ACCIDENT COMMISSION

J. B. Avison
Accident Prevention Division

NOTED
W. C. WILLIAMS

JBA:mp
Enclosures

NOTED
FORREST COOPER

1953

pril 30, 1953 **ASS MENT** No. 419

By LVCW

scription: Letter of April 28 from Industrial Accident Commission enclosing Inspection Report and card. Inspection was of Reedsport-Winchester Bay Section of US101.

Acknowledged by _ _ _ _ _ Referred to Cooper ✓

Investigate and report with recommendation

xxxx Investigation, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

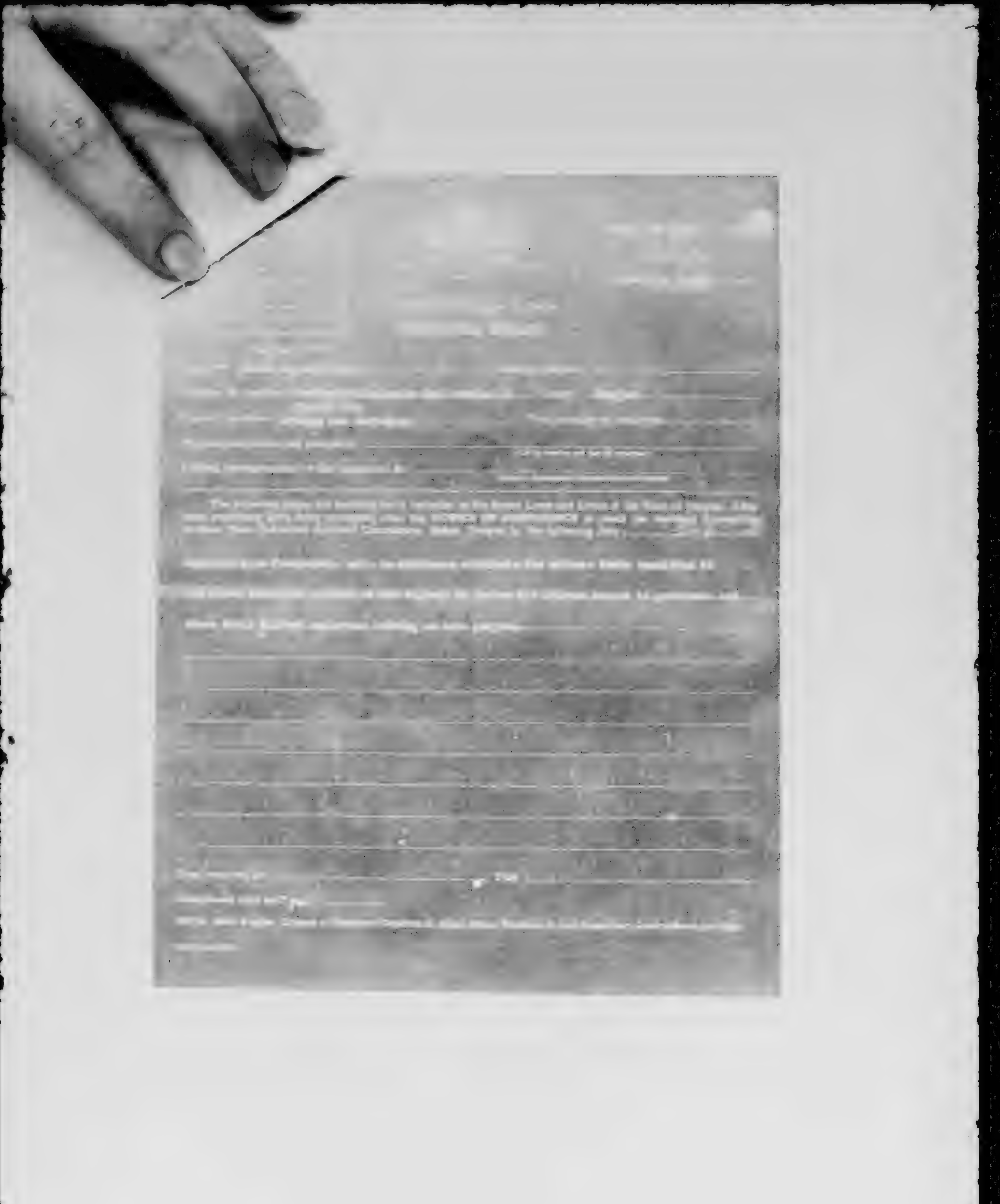
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks: Fill out card and mail direct. Say we will attempt to have contractor do more sprinkling, et cetera. WCW

[illegible]



FORM E-30 25M 9-51 52315
FE-12-611
2641

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1953

SUBJECT:

To: Mr. Tom Edwards
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I am returning to you herewith, unsigned, your Order for State Force Work on the Reedsport-Winchester Bay Section for removing and replacing curbs. This is in connection with the right of way controversy involving the City of Reedsport and Knight.

It has been decided to leave this matter status quo.

Very truly yours,

H. G. Smith
Construction Engineer

By
Forrest Cooper
Ass't. Construction Engineer

Enc.

FC:sh

cc W. C. Williams

Form PR 2 (Revised 1946)

State Oregon

Project No. BF-128(4)

Federal Aid Bond Issue

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1951, a program, which was approved on the 28th day of August, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred fifty-eight thousand and 00/100 dollars ($558,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by ~~Chapter [illegible], Oregon Laws [illegible],~~ ~~[illegible]~~ Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

Issue ~~[illegible]~~	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 503+63 at the north boundary of Section 3, T. 22 S., R. 12 W., in Reedsport, and survey station 192+00 in the SW 1/4, Section 7, T. 22 S., R. 12 W., W.M., at Winchester Bay, without exception,

, length 3.711 miles, in Douglas County, being Oregon Federal Aid / Bond Issue project No. BF-128(4), consisting of 3.642 miles of roadway and one bridge~~s~~ of more than 20 feet clear span, 0.069 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **five hundred fifty-eight thousand and 00/100** dollars ($**558,000.00**), which does not exceed the authorized Federal pro rata share of **nine hundred ninety thousand, eight hundred sixty-eight and 01/100** dollars ($**990,868.01**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 529, Laws 1939.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By Wm. K. McKay
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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Oregon State Highway Department

Federal Aid Project
No. BF-128 (4)

REEDSPORT-WINCHESTER BAY SECTION OF THE OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 18, 1952

Type Code 6201
Inside Reedsport (Sta. 503+63 to 499+78.63=0+00 to 26+26.5)
4-Lane Pavement (Contract No. 3601)

All Required		Clearing and Grubbing (10%)	$	$ 2,000.00
80	sq. yds.	Removal of Pavement	2.00	160.00
70	cu. yds.	Structural Excavation, Unclassified	3.50	245.00
12,640	cu. yds.	General Excavation, Unclassified	0.83	10,491.20
43,000	yd. sta.	Short Overhaul	0.015	645.00
3,900	C-yd. sta.	Long Overhaul	0.60	2,340.00
0.50	mile	Finishing Roadbed and Slopes	1,000.00	500.00
30	lin. ft.	12" Concrete Pipe	2.35	70.50
570	lin. ft.	18" Concrete Pipe	4.00	2,280.00
340	lin. ft.	8" Sewer Pipe	2.00	680.00
140	lin. ft.	Salvaging Culvert Pipe	3.30	462.00
1	only	Type "B" Manholes	350.00	350.00
5	only	Concrete Catch Basins	75.00	375.00
270	cu. yds.	Concrete Curbs and Gutters	55.00	14,850.00
208	only	3/4" x 18" Dowel Bars in Gutters	0.60	124.80
60	sq. yds.	Concrete Walks	5.00	300.00
10	only	Concrete Sight Posts	12.00	120.00
400	lin. ft.	1½" Electrical Conduit	1.00	400.00
5,140	cu. yds.	Selected Roadbed Topping	2.85	14,649.00
1,140	cu. yds.	3/4"-0 Materials in Leveling Course and Shoulders	2.85	3,249.00
130	M-gals.	Sprinkling	3.00	390.00
0.50	mile	Preparation of Base	200.00	100.00
120	cu. yds.	3/4"-0 Material in Binder Course	4.00	480.00
20	tons	RC-3 Asphalt in Binder Course	50.00	1,000.00
3,790	tons	Class "B" Asphaltic Concrete	7.35	27,856.50
16	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	880.00
100	cu. yds.	Aggregate in Seal Coat	5.50	550.00
610	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	610.00
		Subtotal		$86,158.00
		10% Engr. & Cont.		8,615.80
		Total		$94,773.80

Length of Roadway	0.502 mile
Cost per Mile	$188.792.43

Type Code 6201
Outside City (Sta. 26+26.5 to 35+71.62)
4-Lane (Contract No. 3601)

All Required		Clearing and Grubbing (05%)	$	$ 1,000.00
20	cu. yds.	Structural Excavation, Unclassified	3.50	70.00
10	cu. yds.	Trench Excavation, Unclassified	3.50	35.00
830	cu. yds.	General Excavation, Unclassified	0.83	688.90
380	cu. yds.	Excavating and Placing Topsoil	2.00	760.00
0.18	mile	Finishing Roadbed and Slopes	1,000.00	180.00
100	lin. ft.	18" Concrete Pipe	4.00	400.00
20	cu. yds.	Concrete Curbs and Gutter	55.00	1,100.00
12	only	3/4" x 18" Dowel Bars in Gutters	0.60	7.20
58	only	Concrete Sight Posts	12.00	696.00
200	lin. ft.	1½" Electrical Conduit	1.00	200.00
50	lin. ft.	½" Galvanized Iron Pipe	0.40	20.00
300	lin. ft.	3/4" Galvanized Iron Pipe	0.50	150.00
400	lin. ft.	1" Galvanized Iron Pipe	0.60	240.00
400	lin. ft.	1¼" Galvanized Iron Pipe	0.80	320.00
70	lin. ft.	1½" Galvanized Iron Pipe	1.00	70.00
210	lin. ft.	2" Galvanized Iron Pipe	1.25	262.50
110	lin. ft.	2½" Galvanized Iron Pipe	1.50	165.00
2	only	½" Drain Valves	4.00	8.00
70	only	Stationary Sprinkler Heads	2.50	175.00
5	only	2" Control Valves	20.00	100.00
1	only	2½" Gate Valves	40.00	40.00
0.50	acre	Preparing Soil and Seeding	500.00	250.00
60	lbs.	Grass Seed, Highland Bent	2.00	120.00
7	cwt	Inorganic Fertilizer	6.00	42.00
380	cu. yds.	Selected Roadbed Topping	2.85	1,083.00
150	cu. yds.	3/4"-0Material in Leveling Course and Shoulders	2.85	427.50
10	M-gals.	Sprinkling	3.00	30.00
0.18	mile	Preparation of Base	200.00	36.00
5	cu. yds.	3/4"-0 Material in Binder Course	4.00	20.00
1	ton	RC-3 Asphalt in Binder Course	50.00	50.00
1,040	ton	Class "B" Asphaltic Concrete	7.35	7,644.00
6	ton	RS-1 Emulsified Asphalt in Seal Coat	55.00	330.00
30	cu. yds.	Aggregate in Seal Coat	5.50	165.00
100	lin. ft.	Asphaltic Concrete Traffic Marker	1.00	100.00
		Subtotal		$16,985.10
		10% Engr. & Cont.		1,698.51
		Total		$18,683.61

Length of Roadway	0.179 mile
Cost per Mile	$104,377.70

Type Code 6201
Outside City (Sta. 35+71.62 to 192+00)
2-Lane Roadway (Contract No. 3601)

All Required		Clearing and Grubbing (80%)	$	$ 16,000.00
1,410	cu. yds.	Structural Excavation, Unclassified	3.50	4,935.00

210	cu. yds.	Trench Excavation, Unclassified	$ 3.50	$ 735.00
369,800	cu. yds.	General Excavation, Unclassified	0.83	306,934.00
1,095,000	yd. sta.	Short Overhaul	0.015	16,425.00
8,600	C-yd. sta.	Long Overhaul	0.60	5,160.00
2.96	miles	Finishing Roadbed and Slopes	1,000.00	2,960.00
2,200	lin. ft.	Rounding Cutbanks	0.15	330.00
80	lin. ft.	18" Corrugated Metal Pipe	5.00	400.00
20	lin. ft.	36" Corrugated Metal Pipe	15.00	300.00
60	lin. ft.	24" Concrete Pipe	6.00	360.00
130	lin. ft.	36" Concrete Pipe	10.00	1,300.00
320	lin. ft.	18" Extra Strength Concrete Pipe	4.50	1,440.00
860	lin. ft.	Salvaging Culvert Pipe	3.30	2,838.00
420	cu. yds.	Class "A" Concrete in Box Culverts	80.00	33,600.00
70,000	lbs.	Metal Reinforcement	0.12	8,400.00
7,300	cu. yds.	2½"-0 Material in Base	2.85	20,805.00
16,150	cu. yds.	Selected Roadbed Topping	2.85	46,027.50
5,750	cu. yds.	3/4"-0 Material in Leveling Course and Shoulders	2.85	16,387.50
650	M-gals.	Sprinkling	3.00	1,950.00
2.96	miles	Preparation of Base	200.00	592.00
490	cu. yds.	3/4"-0 Material in Binder Course	4.00	1,960.00
78	tons	[illegible]-3 Asphalt in Binder Course	50.00	3,900.00
8,580	tons	Class "B" Asphaltic Concrete	7.35	63,063.00
36	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	1,980.00
210	cu. yds.	Aggregate in Seal Coat	5.50	1,155.00
		Subtotal		$559,937.00
		10% Engr. & Cont.		55,993.70
		Total		$615,930.70

Length of Roadway 2.961 miles
Cost per Mile $208,014.42

Type Code X031
Scholfield Creek Bridge (Sta. 4[illegible]+90.93 to 4[illegible]9+76.63=0+00 to 3+49.70)

All Required		Shoring Cribbing, Etc.	$	$ 31,000.00
500	cu. yds.	Structural Excavation	6.00	3,000.00
10	cu. yds.	Excavation Below Elevation Shown	6.00	60.00
6,400	lin. ft.	Furnish Treated Piling	1.95	12,480.00
9,200	lin. ft.	Furnish Untreated Piling	0.54	4,968.00
168	only	Drive Trestle Piles	67.00	11,256.00
88	only	Drive Untreated Foundation Piles	40.00	3,520.00
12	M-FBM	Treated Lumber in Place	300.00	3,600.00
300	cu. yds.	Seal Concrete	32.00	9,600.00
1,230	cu. yds.	Class "A" Concrete	60.00	73,800.00
258,000	lbs.	Metal Reinforcement	0.105	27,090.00
83,000	lbs.	Structural Carbon Steel	0.17	14,110.00
738	lin. ft.	Metal rail	12.50	9,225.00
All Required		Construct Detour		28,000.00
All Required		Removal of Old Bridge		6,000.00
		Subtotal		$237,709.00
		10% Engr. & Cont.		23,770.90
		Total		$261,479.90

Length of Structure 0.069 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City			
4-Lane Roadway	$ 94,773.80	$ 53,371.00	$ 41,402.80
Outside City			
4-Lane Roadway	18,683.61	10,522.00	8,161.61
2-Lane Roadway	615,930.70	346,857.00	269,073.70
Scholfield Creek Bridge	261,479.90	147,250.00	114,229.90
	$990,868.01	$558,000.00	$432,868.01

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department **Federal Aid Project No. BF-128 (4)**

REEDSPORT-WINCHESTER BAY SECTION
OF THE OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, February 27, 1952

Type Code 6201
Inside Reedsport (Sta. 503+63 to 499+78.63= 0+00 to 26+26.5)
4-Lane Pavement (Contract No. 3601)

All Required		Clearing and Grubbing (10%)		$ 2,000.00
80	sq. yds.	Removal of Pavement	$ 2.00	160.00
70	cu. yds.	Structural Excavation, Unclassified	3.50	245.00
12,640	cu. yds.	General Excavation, Unclassified	0.83	10,491.20
43,000	yd. sta.	Short Overhaul	0.015	645.00
3,900	C-yd. sta.	Long Overhaul	0.60	2,340.00
0.50	mile	Finishing Roadbed and Slopes	1,000.00	500.00
30	lin. ft.	12-inch Concrete Pipe	2.35	70.50
570	lin. ft.	18-inch Concrete Pipe	4.00	2,280.00
340	lin. ft.	8-inch Sewer Pipe	2.00	680.00
140	lin. ft.	Salvaging Culvert Pipe	3.30	462.00
1	only	Type "B" Manholes	350.00	350.00
5	only	Concrete Catch Basins	75.00	375.00
270	cu. yds.	Concrete Curbs and Gutters	55.00	14,850.00
208	only	3/4" x 18" Dowel Bars in Gutters	0.60	124.80
60	sq. yds.	Concrete Walks	5.00	300.00
10	only	Concrete Sight Posts	12.00	120.00
400	lin. ft.	1½" Electrical Conduit	1.00	400.00
5,140	cu. yds.	Selected Roadbed Topping	2.85	14,649.00
1,140	cu. yds.	3/4" - 0 Materials in Leveling Course and Shoulders	2.85	3,249.00
130	M-gal.	Sprinkling	3.00	390.00
0.50	mile	Preparation of Base	200.00	100.00
120	cu. yds.	3/4" - 0 Materials in Binder Course	4.00	480.00
20	tons	RC-3 Asphalt in Binder Course	50.00	1,000.00
3,790	tons	Class "B" Asphaltic Concrete	7.35	27,856.50
16	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	880.00
100	cu. yds.	Aggregate in Seal Coat	5.50	550.00
610	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	610.00
		Subtotal		$86,158.00
		10% Engr. & Cont.		8,615.80
		Total		$94,773.80

Length of Roadway 0.502 mile
Cost per mile $188,792.43

Type Code 6201
Outside City (Sta. 26/26.5 to 35/71.62)
4-Lane (Contract No. 3601)

All Required		Clearing and Grubbing (5%)		$ 1,000.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.50	70.00
10	cu. yds.	Trench Excavation, Unclassified	3.50	35.00
830	cu. yds.	General Excavation, Unclassified	0.83	688.90
380	cu. yds.	Excavating and Placing Topsoil	2.00	760.00
0.18	mile	Finishing Roadbed and Slopes	1,000.00	180.00
100	lin. ft.	18-inch Concrete Pipe	4.00	400.00
20	cu. yds.	Concrete Curbs and Gutters	55.00	1,100.00
12	only	3/4" x 18" Dowel Bars in Gutters	0.60	7.20
58	only	Concrete Sight Posts	12.00	696.00
200	lin. ft.	1½" Electrical Conduit	1.00	200.00
50	lin. ft.	½-inch Galvanized Iron Pipe	0.40	20.00
300	lin. ft.	3/4-inch Galvanized Iron Pipe	0.50	150.00
400	lin. ft.	1-inch Galvanized Iron Pipe	0.60	240.00
400	lin. ft.	1¼-inch Galvanized Iron Pipe	0.80	320.00
70	lin. ft.	1½-inch Galvanized Iron Pipe	1.00	70.00
210	lin. ft.	2-inch Galvanized Iron Pipe	1.25	262.50
110	lin. ft.	2½-inch Galvanized Iron Pipe	1.50	165.00
2	only	½-inch Drain Valves	4.00	8.00
70	only	Stationary Sprinkler Heads	2.50	175.00
5	only	2-inch Control Valves	20.00	100.00
1	only	2½-inch Gate Valves	40.00	40.00
0.50	acre	Preparing Soil and Seeding	500.00	250.00
60	lbs.	Grass Seed, Highland Bent	2.00	120.00
7	cwt.	Inorganic Fertilizer	6.00	42.00
380	cu. yds.	Selected Roadbed Topping	2.85	1,083.00
150	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.85	427.50
10	M-gal.	Sprinkling	3.00	30.00
0.18	mile	Preparation of Base	200.00	36.00
5	cu. yds.	3/4" - 0 Material in Binder Course	4.00	20.00
1	ton	RC-3 Asphalt in Binder Course	50.00	50.00
1,040	tons	Class "B" Asphaltic Concrete	7.35	7,644.00
6	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	330.00
30	cu. yds.	Aggregate in Seal Coat	5.50	165.00
100	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	100.00
			Subtotal	$16,985.10
			10% Engr. & Cont.	1,698.51
			Total	$18,683.61

Length of Roadway 0.179 mile
Cost per mile $104,377.70

Type Code 6201
Outside City (Sta. 35+71.62 to 192+00)
2-Lane Roadway (Contract No. 3601)

All Required		Clearing and Grubbing (80%)		$ 16,000.00
1,410	cu. yds.	Structural Excavation, Unclassified	$ 3.50	4,935.00
210	cu. yds.	Trench Excavation, Unclassified	3.50	735.00
369,800	cu. yds.	General Excavation, Unclassified	0.83	306,934.00
1,095,000	yd. sta.	Short Overhaul	0.015	16,425.00
8,600	C-yd. sta.	Long Overhaul	0.60	5,160.00
2.96	miles	Finishing Roadbed and Slopes	1,000.00	2,960.00
2,200	lin. ft.	Rounding Cutbanks	0.15	330.00
80	lin. ft.	18-inch Corrugated Metal Pipe	5.00	400.00
20	lin. ft.	36-inch Corrugated Metal Pipe	15.00	300.00
60	lin. ft.	24-inch Concrete Pipe	6.00	360.00
130	lin. ft.	36-inch Concrete Pipe	10.00	1,300.00
320	lin. ft.	18-inch Extra Strength Concrete Pipe	4.50	1,440.00
860	lin. ft.	Salvaging Culvert Pipe	3.30	2,838.00
420	lin. ft.	Class "A" Concrete in Box Culverts	80.00	33,600.00
70,000	lbs.	Metal Reinforcement	0.12	8,400.00
7,300	cu. yds.	2½" - 0 Material in Base	2.85	20,805.00
16,150	cu. yds.	Selected Roadbed Topping	2.85	46,027.50
5,750	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	2.85	16,387.50
650	M-gal.	Sprinkling	3.00	1,950.00
2.96	miles	Preparation of Base	200.00	592.00
490	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,960.00
78	tons	RC-3 Asphalt in Binder Course	50.00	3,900.00
8,580	tons	Class "B" Asphaltic Concrete	7.35	63,063.00
36	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	1,980.00
210	cu. yds.	Aggregate in Seal Coat	5.50	1,155.00
			Subtotal	$559,937.00
			10% Engr. & Cont.	55,993.70
			Total	$615,930.70

Length of Roadway	2.961 miles
Cost per mile	$208,014.42

Type Code X031
Scholfield Creek Bridge (Sta. 499+90.93 to 499+78.63 = 0+00 to 3+49.70)

All Required		Shoring, Cribbing, Etc.		$ 30,000.00
500	cu. yds.	Structural Excavation	$ 10.00	5,000.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00

6,400	lin. ft.	Furnish Treated Piling	$ 2.00	$ 12,800.00
9,200	lin. ft.	Furnish Untreated Piling	0.65	5,980.00
168	only	Drive Treated Piles	60.00	10,080.00
88	only	Drive Untreated Foundation Piles	60.00	5,280.00
12	M-FBM	Treated Lumber in Place	300.00	3,600.00
300	cu. yds.	Seal Concrete	30.00	9,000.00
1,230	cu. yds.	Class "A" Concrete	65.00	79,950.00
258,000	lbs.	Metal Reinforcement	0.12	30,960.00
83,000	lbs.	Structural Carbon Steel	0.24	19,920.00
738	lin. ft.	Metal Rail	12.00	8,856.00
All Required		Construct Detour		32,000.00
All Required		Removal of Old Bridge		5,000.00
			Subtotal	$258,526.00
			10% Engr. & Cont.	25,852.60
			Total	$284,378.60
		Length of Structure	0.069 mile	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City			
4-Lane Roadway	$ 94,773.80	$ 52,216.00	$ 42,557.80
Outside City			
4-Lane Roadway	18,683.61	10,294.00	8,389.61
2-Lane Roadway	615,930.70	339,354.00	276,576.70
Scholfield Cr. Bridge	284,378.60	156,136.00	128,242.60
	$1,013,766.71	$558,000.00	$455,766.71

Oregon State Highway Department Federal Aid Project No. [illegible]-126 (4)

REEDSPORT-WINCHESTER BAY SECTION

OF THE OREGON COAST HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 24, 1951

Type Code 6201
Inside Reedsport (Sta. [illegible]+[illegible]3 to 499+78.63 = 0+00 to 26+26.5) 4-Lane Pavement

All Required		Clearing and Grubbing (10%)		$ 2,000.00
80	sq. yds.	Removal of Pavement	$ 0.75	60.00
70	cu. yds.	Structural Excavation, Unclassified	3.00	210.00
12,640	cu. yds.	General Excavation, Unclassified	0.70	8,848.00
43,000	yd. stas.	Short Overhaul	0.02	860.00
3,900	C-yd. stas.	Long Overhaul	0.50	1,950.00
0.50	mile	Finishing Roadbed and Slopes	600.00	300.00
30	lin. ft.	12-inch Concrete Pipe	2.50	75.00
570	lin. ft.	18-inch Concrete Pipe	3.50	1,995.00
340	lin. ft.	8-inch Sewer Pipe	1.20	408.00
140	lin. ft.	Salvaging Culvert Pipe	2.00	280.00
1	only	Type "B" Manholes	200.00	200.00
5	only	Concrete Catch Basins	60.00	300.00
270	cu. yds.	Concrete Curbs and Gutters	50.00	13,500.00
208	only	3/4" x 18" Dowel Bars in Gutters	0.60	124.80
60	sq. yds.	Concrete Walks	4.00	240.00
10	only	Concrete Sight Posts	12.00	120.00
400	lin. ft.	1½" Electrical Conduit	1.00	400.00
5,140	cu. yds.	Selected Roadbed Topping	2.50	12,850.00
1,140	cu. yds.	3/4" - 0 Materials in Leveling Course and Shoulders	3.00	3,420.00
130	M-gal.	Sprinkling	3.00	390.00
0.50	mile	Preparation of Base	400.00	200.00
120	cu. yds.	3/4" - 0 Materials in Binder Course	3.25	390.00
20	tons	RC-3 Asphalt in Binder Course	50.00	1,000.00
3,790	tons	Class "B" Asphaltic Concrete	7.50	28,425.00
16	tons	SS-1 Emulsified Asphalt in Seal Coat	55.00	880.00
100	cu. yds.	Aggregate in Seal Coat	4.50	450.00
610	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	610.00
			Subtotal	$ 80,485.80
			10% Engr. & Cont.	8,048.58
			Total	$ 88,534.38

Length of Roadway 0.502 mile
Cost per mile $176,363.30

Type Code 6201
Outside City (Sta. 26+26.62 to 35+71.62) 4-Lane

All Required		Clearing and Grubbing (5%)		$ 1,000.00
20	cu. yds.	Structural Excavation, Unclassified	$ 3.00	60.00
10	cu. yds.	Trench Excavation, Unclassified	2.50	25.00
830	cu. yds.	General Excavation, Unclassified	0.70	581.00
380	cu. yds.	Excavating and Placing Topsoil	1.50	570.00
0.18	mile	Finishing Roadbed and Slopes	600.00	108.00
100	lin. ft.	18-inch Concrete Pipe	3.50	350.00
20	cu. yds.	Concrete Curbs and Gutters	50.00	1,000.00
12	only	3/4" x 18" Dowel Bars in Gutters	0.60	7.20
58	only	Concrete Sight Posts	12.00	696.00
200	lin. ft.	1½" Electrical Conduit	1.00	200.00
50	lin. ft.	½-inch Galvanized Iron Pipe	0.50	25.00
300	lin. ft.	3/4-inch Galvanized Iron Pipe	0.55	165.00
400	lin. ft.	1-inch Galvanized Iron Pipe	0.60	240.00
400	lin. ft.	1¼-inch Galvanized Iron Pipe	0.65	260.00
70	lin. ft.	1½-inch Galvanized Iron Pipe	0.70	49.00
210	lin. ft.	2-inch Galvanized Iron Pipe	0.90	189.00
110	lin. ft.	2½-inch Galvanized Iron Pipe	1.10	121.00
2	only	½-inch Drain Valves	8.00	16.00
70	only	Stationary Sprinkler Heads	6.00	420.00
5	only	2-inch Control Valves	12.00	60.00
1	only	2½-inch Gate Valves	50.00	50.00
0.50	acre	Preparing Soil and Seeding	1,200.00	600.00
60	lbs.	Grass Seed, Highland Bend	1.50	90.00
7	cwt.	Inorganic Fertilizer	5.00	35.00
380	cu. yds.	Selected Roadbed Topping	2.50	950.00
150	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	450.00
10	M-gals.	Sprinkling	3.00	30.00
0.18	mile	Preparation of Base	400.00	72.00
5	cu. yds.	3/4" - 0 Material in Binder Course	3.25	16.25
1	ton	RC-3 Asphalt in Binder Course	50.00	50.00
1,040	tons	Class "B" Asphaltic Concrete	7.50	7,800.00
6	tons	SS-1 Emulsified Asphalt in Seal Coat	55.00	330.00
30	cu. yds.	Aggregate in Seal Coat	4.50	135.00
100	lin. ft.	Asphaltic Concrete Traffic Markers	1.00	100.00
			Subtotal	$ 16,850.45
			10% Engr. & Cont.	1,685.04
			Total	$ 18,535.49

Length of Roadway 0.179 mile
Cost per mile $103,550.22

Type Code 6201
Outside City (Sta. 35+71.62 to 192+00) 2-Lane Roadway

All Required		Clearing and Grubbing (80%)		$ 16,000.00
1,410	cu. yds.	Structural Excavation, Unclassified	$ 3.00	4,230.00
210	cu. yds.	Trench Excavation, Unclassified	2.50	525.00
369,800	cu. yds.	General Excavation, Unclassified	0.70	258,860.00
1,095,000	yd. stas.	Short Overhaul	0.02	21,900.00
8,600	C-yd. stas.	Long Overhaul	0.50	4,300.00
2.96	miles	Finishing Roadbed and Slopes	600.00	1,776.00
2,200	lin. ft.	Rounding Cutbanks	0.20	440.00
80	lin. ft.	18-inch Corrugated Metal Pipe	4.50	360.00
20	lin. ft.	36-inch Corrugated Metal Pipe	14.00	280.00
60	lin. ft.	24-inch Concrete Pipe	4.50	270.00
130	lin. ft.	36-inch Concrete Pipe	10.00	1,300.00
320	lin. ft.	18-inch Extra Strength Concrete Pipe	4.00	1,280.00
860	lin. ft.	Salvaging Culvert Pipe	2.00	1,720.00
420	cu. yds.	Class "A" Concrete in Box Culverts	55.00	23,100.00
70,000	lbs.	Metal Reinforcement	0.14	9,800.00
7,300	cu. yds.	2½" - 0 Material in Base	2.75	20,075.00
16,150	cu. yds.	Selected Roadbed Topping	2.50	40,375.00
5,750	cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	17,250.00
650	M-gals.	Sprinkling	3.00	1,950.00
2.96	miles	Preparation of Base	400.00	1,184.00
490	cu. yds.	3/4" - 0 Material in Binder Course	3.25	1,592.50
78	tons	RC-3 Asphalt in Binder Course	50.00	3,900.00
8,580	tons	Class "B" Asphaltic Concrete	7.50	64,350.00
36	tons	RS-1 Emulsified Asphalt in Seal Coat	55.00	1,980.00
210	cu. yds.	Aggregate in Seal Coat	4.50	945.00
			Subtotal	$499,742.50
			10% Engr. & Cont.	49,974.25
			Total	$549,716.75

Length of Roadway 2.961 miles
Cost per mile $185,652.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Inside City			
4-lane Roadway	$ 88,534.38	$ 54,863.00	$ 33,671.38
Outside City			
4-Lane Roadway	18,535.49	11,486.00	7,049.49
2-Lane Roadway	549,716.75	340,651.00	209,065.75
	$656,786.62	$407,000.00	$249,786.62

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-128(4), Reedsport-Winchester Bay Section of the Oregon Coast Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Approval for advertising is not to be construed as assurance that critical materials required for the construction of this project can be secured.

Concurrence in award of contract will be withheld pending receipt of advice that all necessary rights of way or rights of entry have been secured.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

7

6,400	lin. ft.	Furnish Treated Piling	$ 2.00	$ 12,800.00	
9,200	lin. ft.	Furnish Untreated Piling	0.65	5,980.00	
168	only	Drive Treated Piles	60.00	10,080.00	
88	only	Drive Untreated Foundation Piles	60.00	5,280.00	
12 ~~9~~	M-FBM	Treated Lumber in Place	300.00	~~2,700.00~~	3600.00
300	cu. yds.	Seal Concrete	30.00	9,000.00	
1,230	cu. yds.	Class "A" Concrete	65.00	79,950.00	
258,000	lbs.	Metal Reinforcement	0.12	30,960.00	
83,000	lbs.	Structural Carbon Steel	0.24	19,920.00	
738	lin. ft.	Metal Rail	12.00	8,856.00	
All Required		Construst Detour		32,000.00	
All Required		Removal of Old Bridge		5,000.00	
			Subtotal	~~$257,626.00~~	258526.00
			10% Engr. & Cont.	~~25,762.60~~	25852.60
			Total	~~$283,388.60~~	284,378.60

Length of Structure 0.069 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	
Inside City				
4-Lane Roadway	$ 94,773.80	$ 52,216.00	$ 42,557.80	
Outside City				
4-Lane Roadway	18,683.61	10,294.00	8,389.61	
2-Lane Roadway	615,930.70	339,354.00	276,576.70	
Scholfield Cr. Bridge	284 378.60 ~~283,388.60~~	~~156,136.00~~	~~127,252.60~~	128,242.60
	~~$1,012,776.71~~ 1,0137,66.71	$558,000.00	~~$454,776.71~~ 455,764.71	

SCHOLFIELD CREEK BRIDGE

PROJECT NO. BF-128 (4)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

RECEIVED
DEC 1952
FOR FILING

BF-128 (4)

[illegible]

Cross Referenced To:
Adm.
U.S. Eng.
Dept. of Int.
B.P.A.

December 3, 1952

Mr. George F. Englesby, Chief
Timber Unit
Bonneville Power Administration
Portland 8, Oregon

Re: Reedsport SS

Dear Sir:

Reference is made to guy wires on structure 1/7 of your Mapleton-Reedsport transmission line, as indicated by your drawing dated 9/9/52.

This letter is to advise of approval of the Highway Department for the moving of the guy and anchor and establishment of a stub pole on the east side of the highway. The State will reimburse Bonneville Power Administration for the actual cost of this work, which you estimate will be $340.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

128 (4)

WCW:me

cc Mr. H. G. Smith

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

In reply please refer to:
Reedsport SS

November 21, 1952

[illegible]
W. C. WILLIAMS

Oregon State Highway Department
Salem, Oregon

Attn: Mr. W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Reference is made to your letter of August 1 regarding the number of guy wires on structure 1/7 of our Mapleton-Reedsport transmission line.

It has now been determined by our Branch of Design that structure 1/7 will not have to be moved, merely the guy and anchor and a stub pole set on the east side of the highway as shown on drawing dated 9/9/52, two copies of which are attached.

The estimated cost for this work will be $340.00 instead of $600.00 mentioned in our letter of July 24. This is due to the fact that the structure will not have to be moved.

Please advise this office if this estimate is satisfactory to the State in order that the necessary reimbursable work order may be set up and the work accomplished.

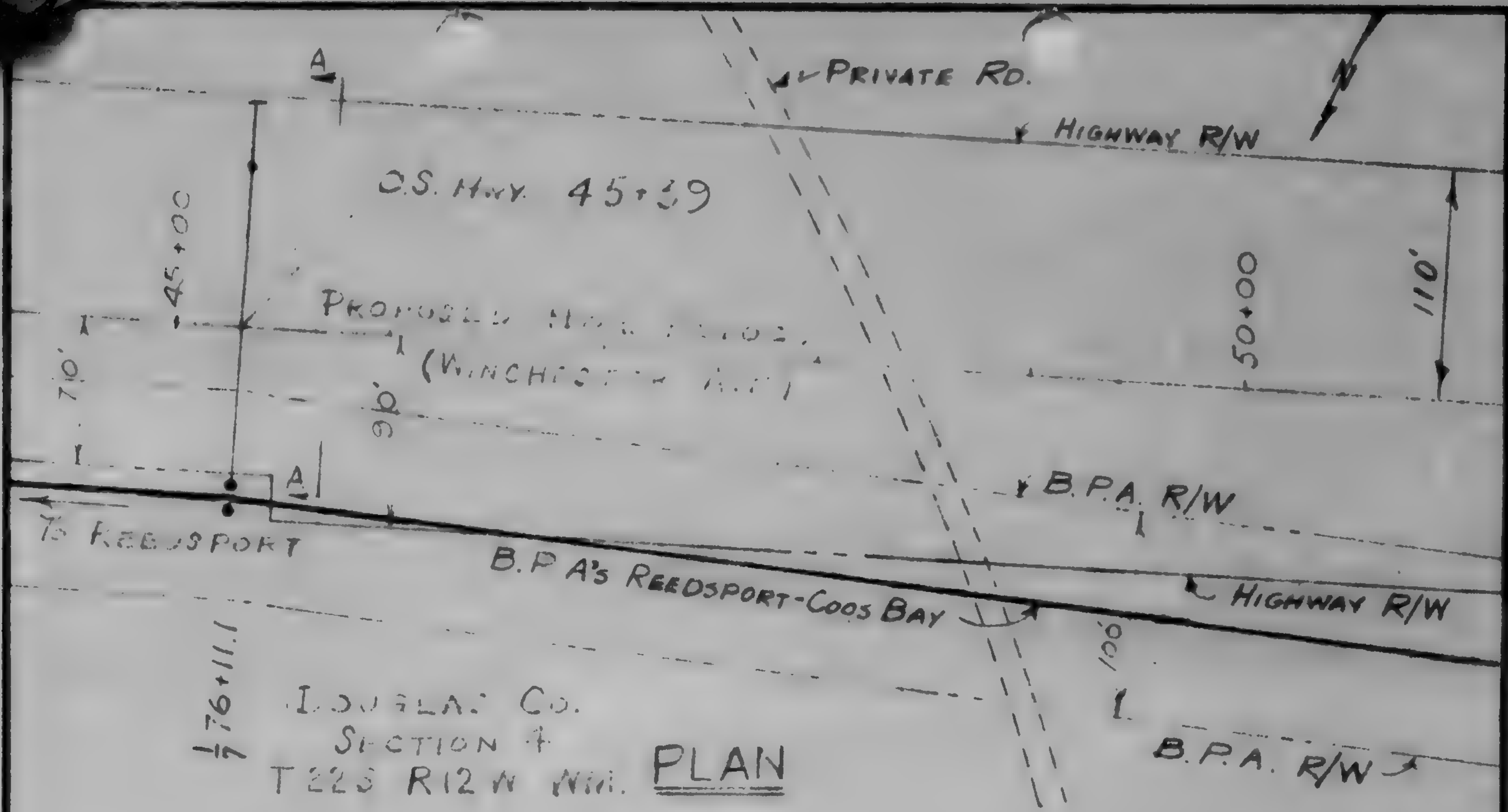
It is understood that Mr. Jack Meiser discussed this matter with you on November 20, and that our present design is satisfactory to your office.

Very truly yours

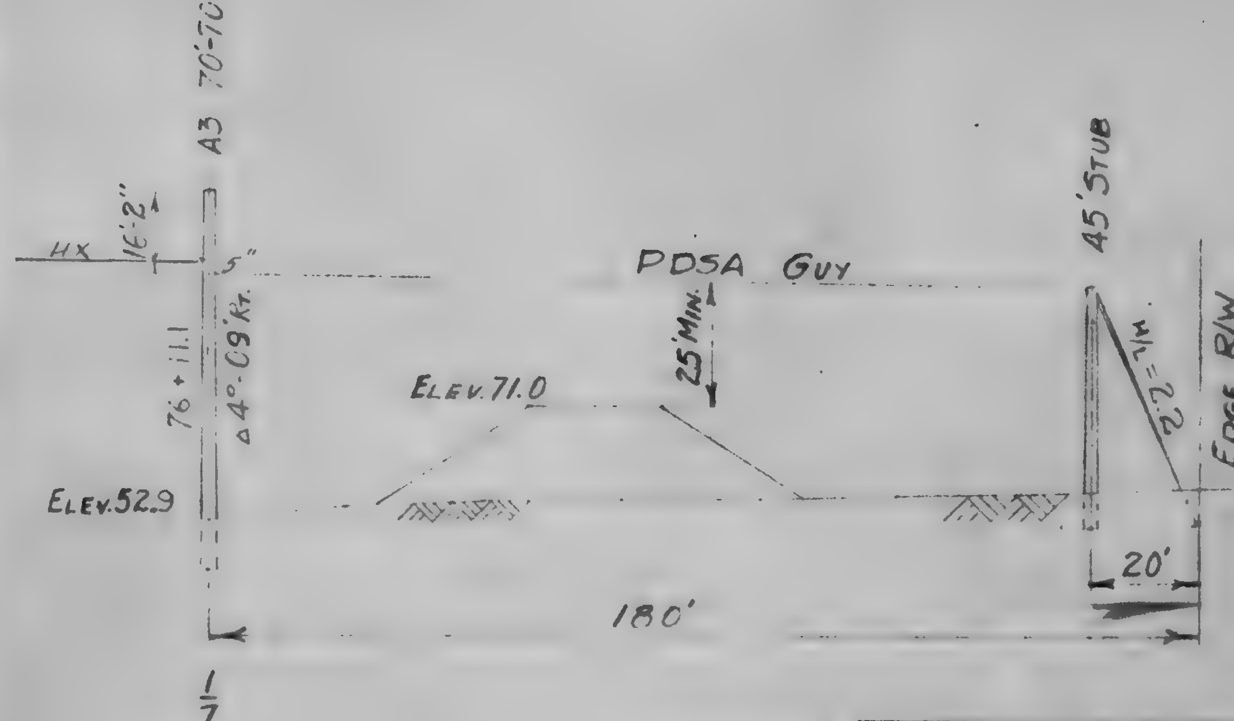
A. B. Macpherson
Chief, Branch of Land

By George F Engl
George F. Englesby
Chief, Timber Unit

Enclosures-2


A
PRIVATE RD.
HIGHWAY R/W
U.S. HWY. 45+39
45+00
PROPOSED HWY. RELOC.
(WINCHESTER
70'
90'
50+00
110'
A
B.P.A. R/W
TO REEDSPORT
B.P.A's REEDSPORT-COOS BAY
HIGHWAY R/W
100'
1/7 76+11.1
DOUGLAS CO.
SECTION 4
T22S R12W WM.
B.P.A. R/W

PLAN


A3 70'-70'
HX
16'-2"
5"
76+11.1
Δ4°-09' Rt.
ELEV. 52.9
ELEV. 71.0
PDSA GUY
25' MIN.
45' STUB
1/2" = W
EDGE R/W
20'
180'
1/7

VIEW "A-A"

UNITED STATES DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PAUL J. RAVER, ADMINISTRATOR

REEDSPORT - COOS BAY LINE
PROPOSED STUB GUY ACROSS
HIGHWAY AT STR. 1/7

Dr. G.W.L.	Sub.	APPROVED:
	Rec.	
	Rec.	Date Design Engineer
Ck. E.W.L.	Rec. Section Chief	Date 9-9-52 Sh. 1 of 1
Ser.		Dwg.

43445

RECEIVED

FOR FILING

[illegible] (1)

[illegible]

3582

Cross Referenced To:

[illegible]

U. S. Gov't

Dept. of Int

B.P.A

August 1, 1952

Bonneville Power Administration
Portland 8, Oregon

Your File: Reedsport SS

Attention: Mr. George F. Englesby
Chief, Timber Unit

Gentlemen:

With reference to your letter of July 24 regarding the movement of guy wires and structure 1/7, I am attaching a print showing the location of our service road abutting your property, and I would appreciate it if you would place thereon the modification of your design so that there be no misunderstanding as to exactly what should be done to permit the construction of our service road.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. C. McKinney

SSIGNMENT

ate: **July 28, 1952**

No. [illegible]32
By [illegible]

Description: **Letter of July 24 from Bonneville Power Administration concerning certain of their facilities ~~to be moved~~ on Coast Highway (Reedsport-Winchester Bay Section)**

Acknowledged by _____ Referred to __**H. G. Smith**_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ________ signature
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 7-31-52 mc Report received ________

Remarks: **In letter of June 30 you stated deadman need not be moved.**
WCW

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

In reply refer to:
Reedsport SS

July 24, 1952

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Reference is made to your letters of June 25 and June 30 concerning the moving of certain of our facilities adjacent to an Oregon State highway.

Our Branch of Design has stated that in moving the two guy wires at station 45 + 25 it will also be necessary to move structure 1/7 to which these guy wires are attached in order to obtain room for the anchors outside of the travelled part of your right-of-way. The estimated cost of this moving is $600.00.

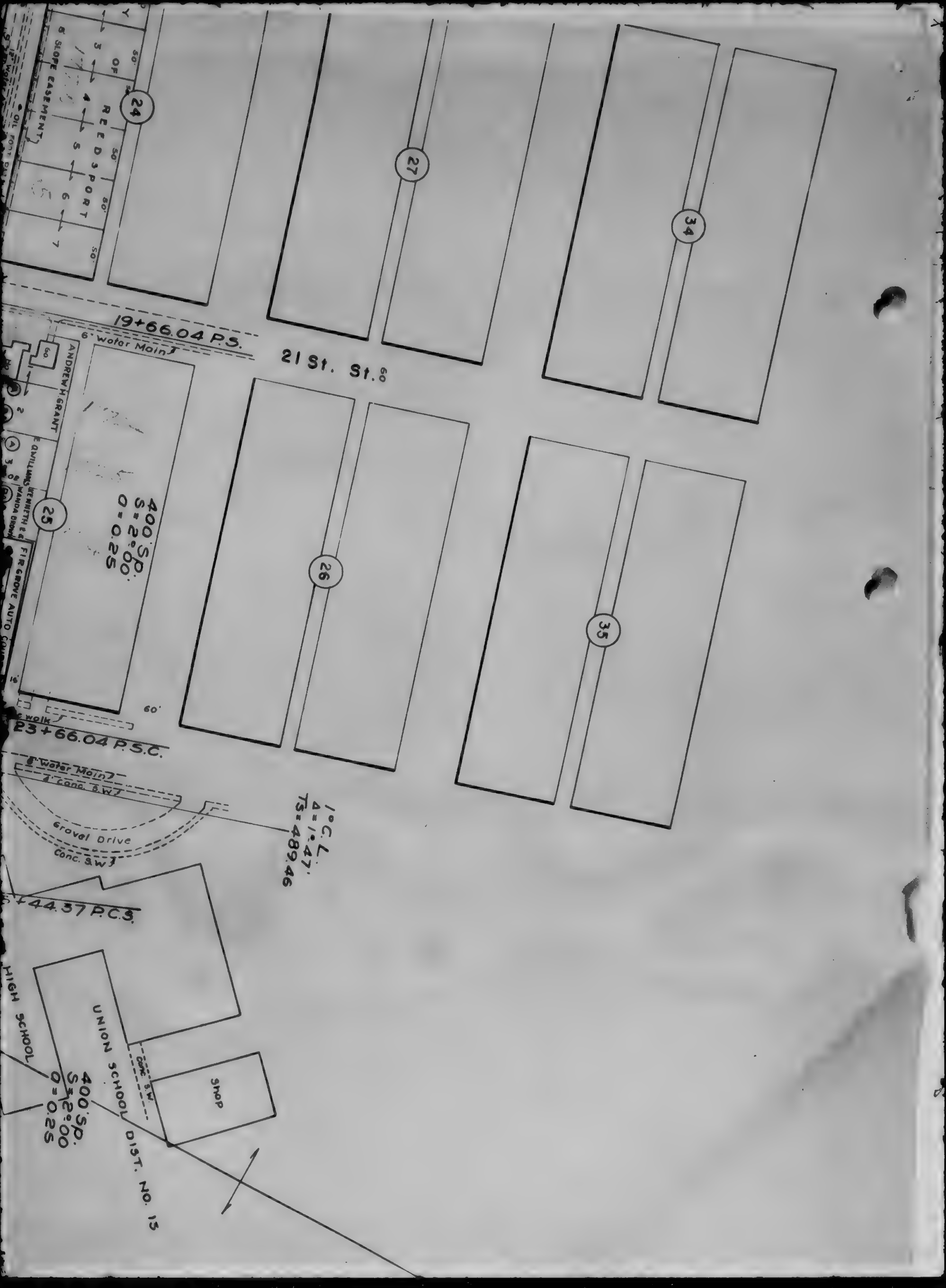
Please advise this office if this estimate is satisfactory to the State in order that the necessary reimbursable work order may be set up and the work accomplished.

Very truly yours

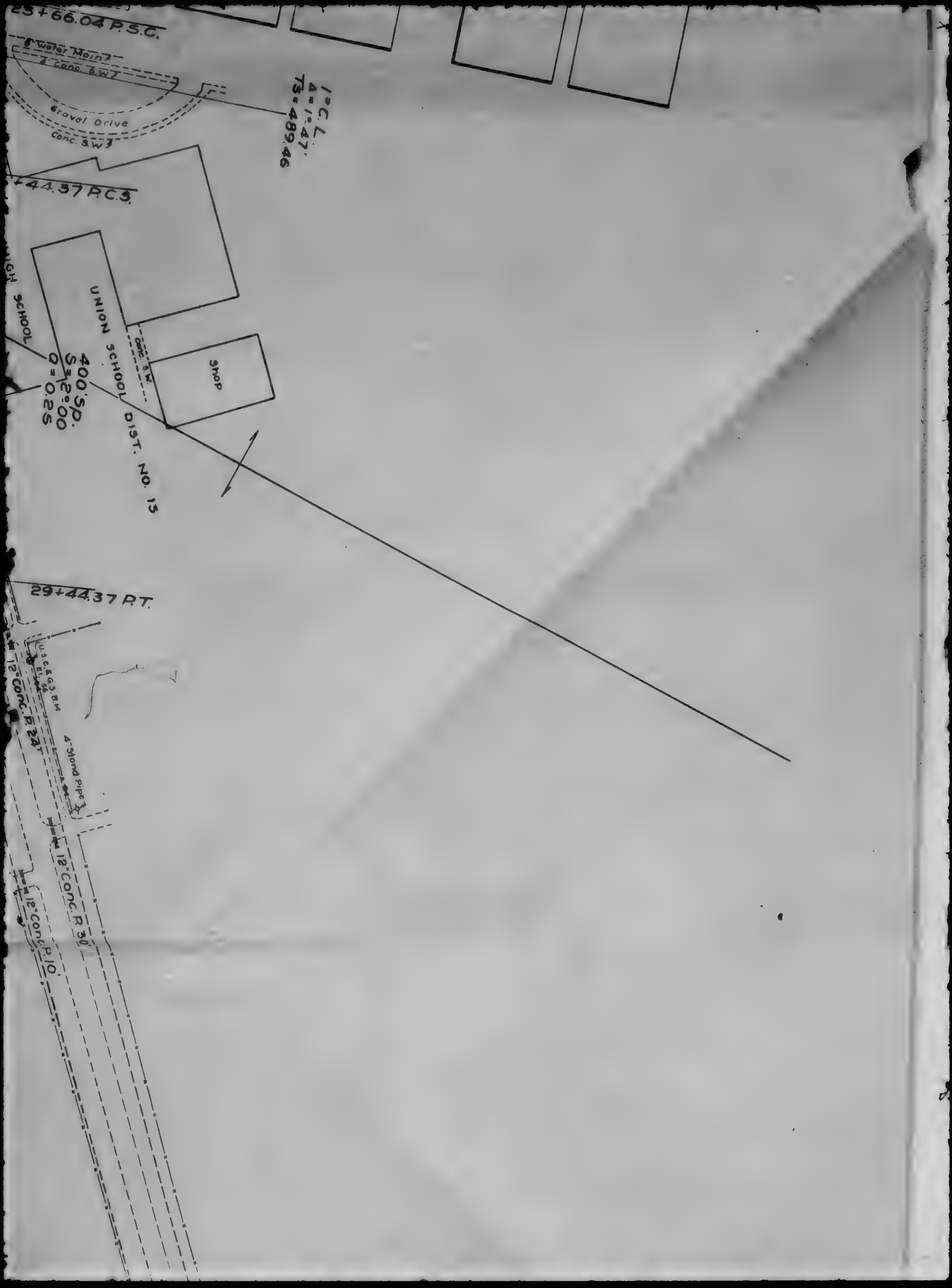
A. B. Macpherson
Chief, Branch of Land

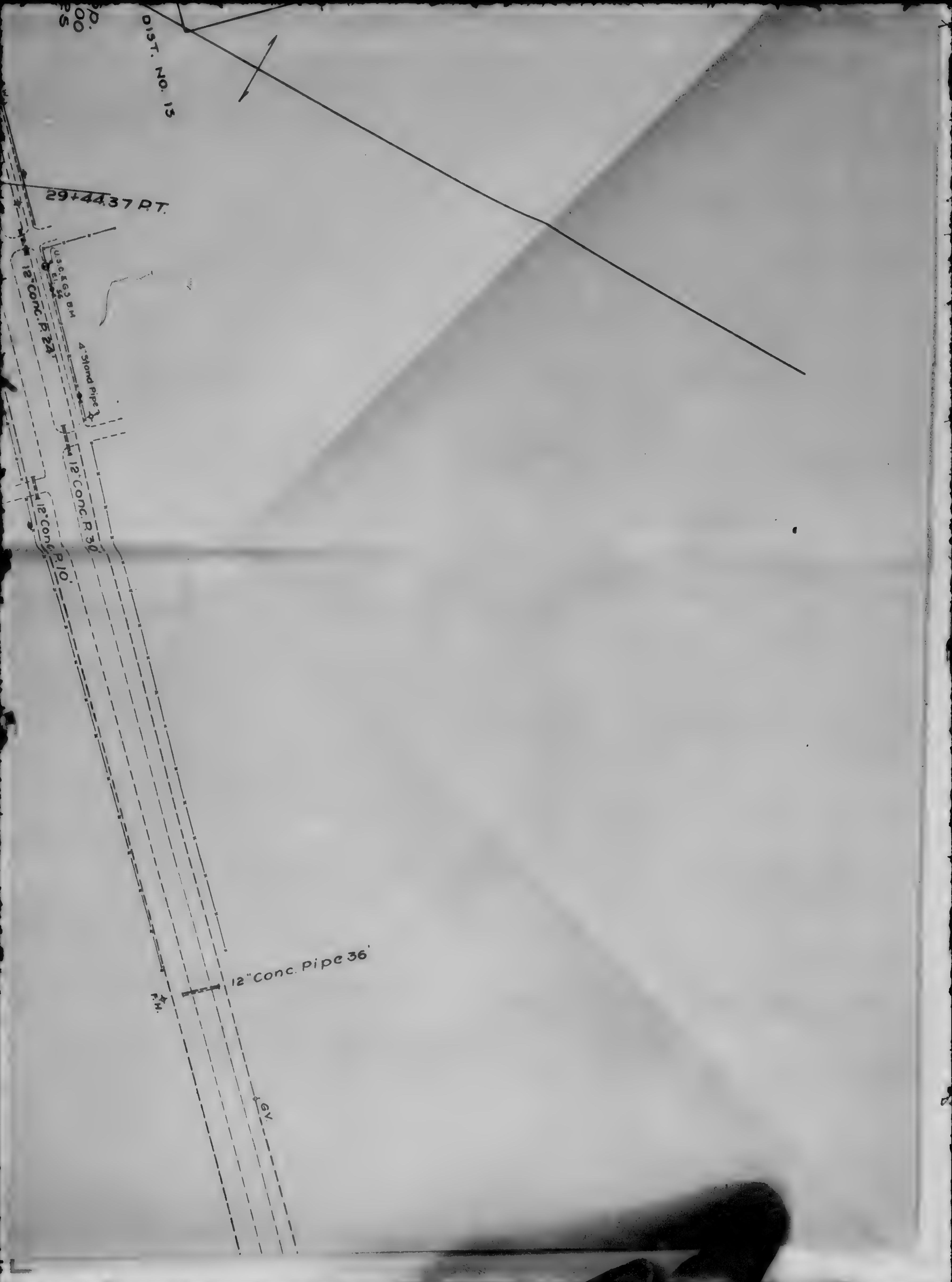
George F Englesby

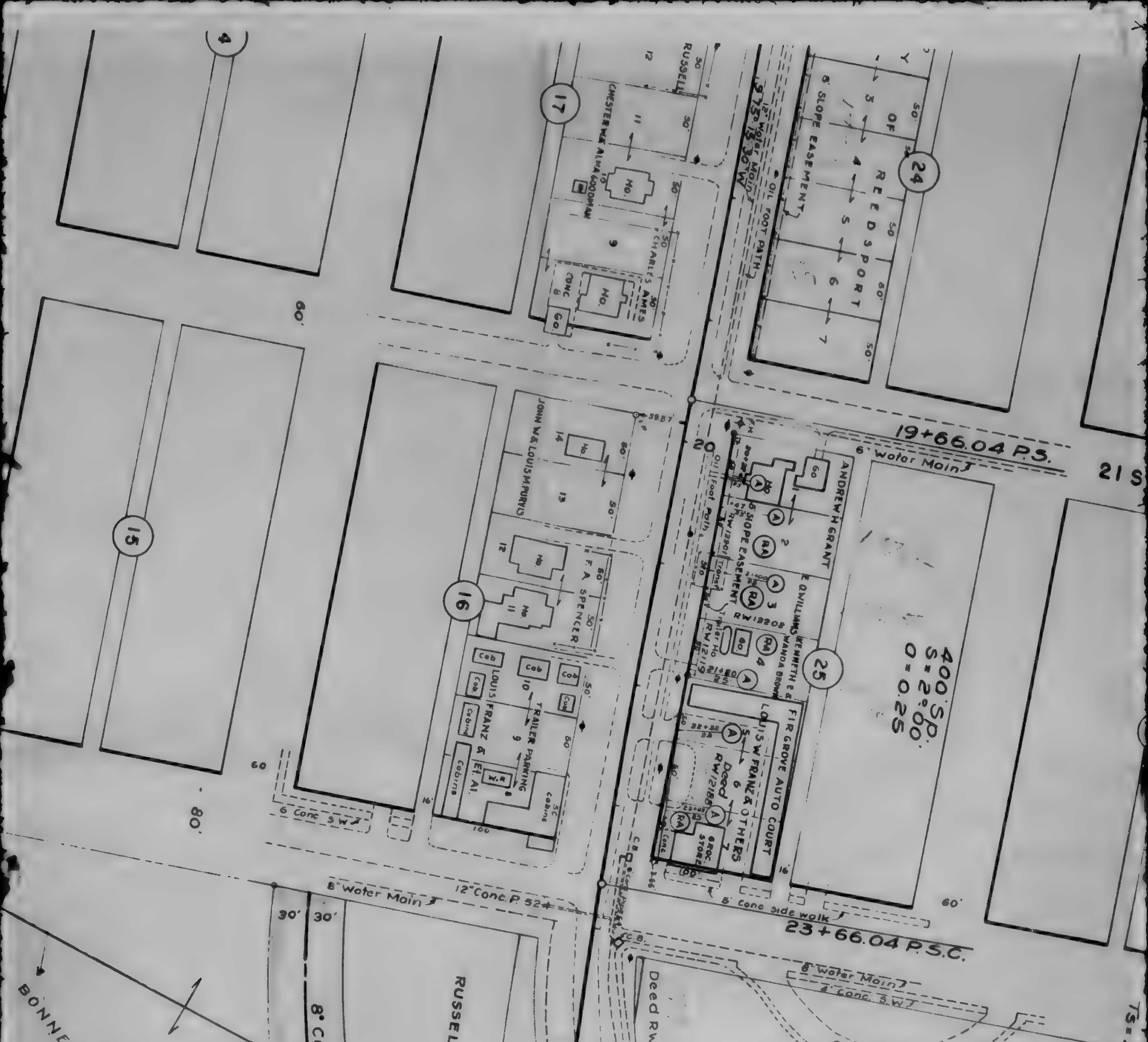
George F. Englesby
Chief, Timber Unit



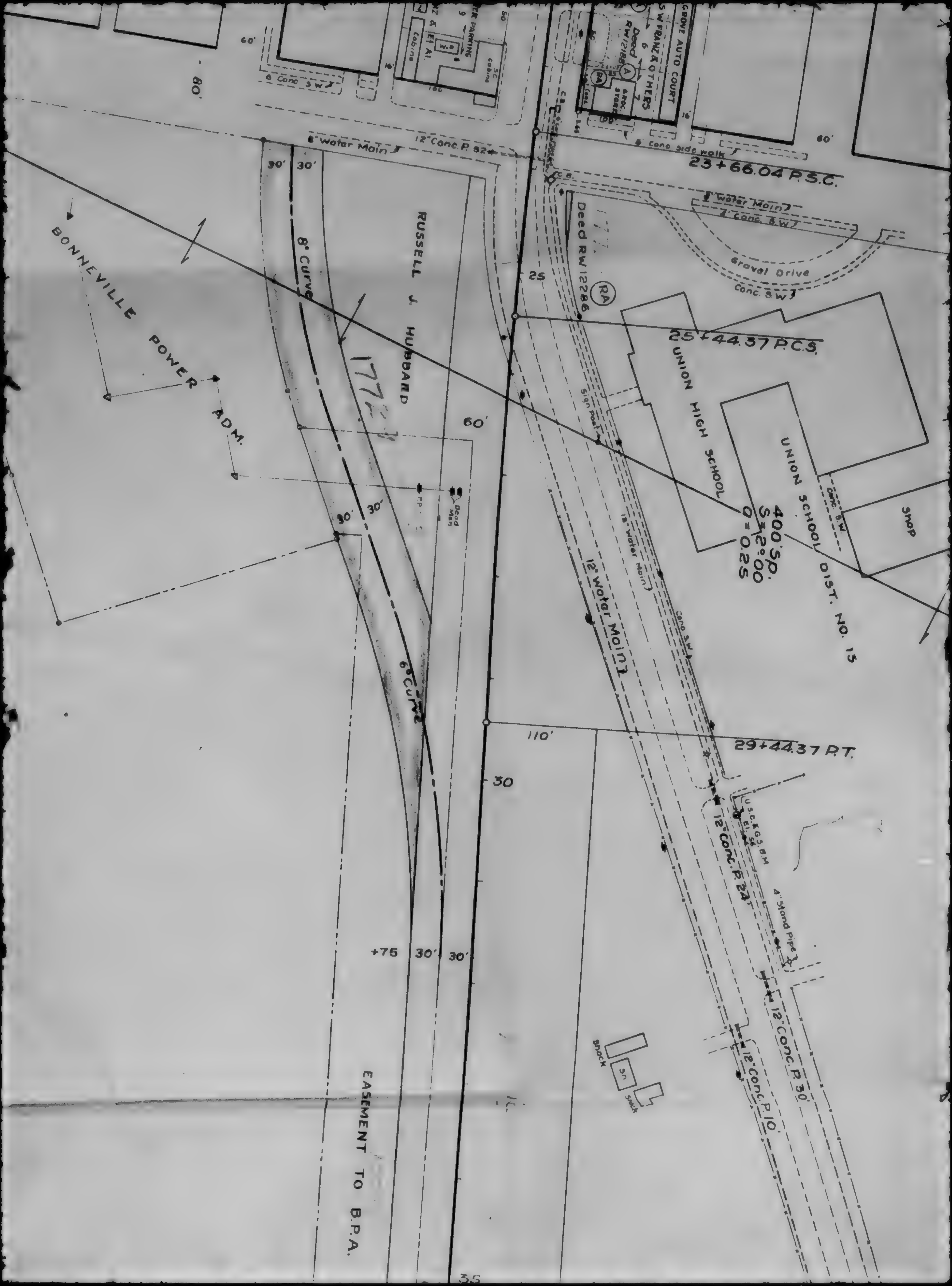
OF REEDSPORT
3
4
5
6
7
6' SLOPE EASEMENT
OIL
50'
24
27
34
19+66.04 P.S.
6' Water Main
21 St. St. 60'
60
ANDREW H. GRANT
2
3
E.A. WILLIAMS
KENNETH & WANDA BROWN
FIR GROVE AUTO
25
400' SP.
S=2°00'
O=0.25
26
35
60'
23+66.04 P.S.C.
6' Water Main
4' Conc. S.W.
Gravel Drive
Conc. S.W.
1° C.L.
Δ=1°47'
TS=489.46
+44.37 P.C.S.
HIGH SCHOOL
UNION SCHOOL DIST. NO. 13
Conc. S.W.
SHOP
400' SP.
S=2°00'
O=0.25

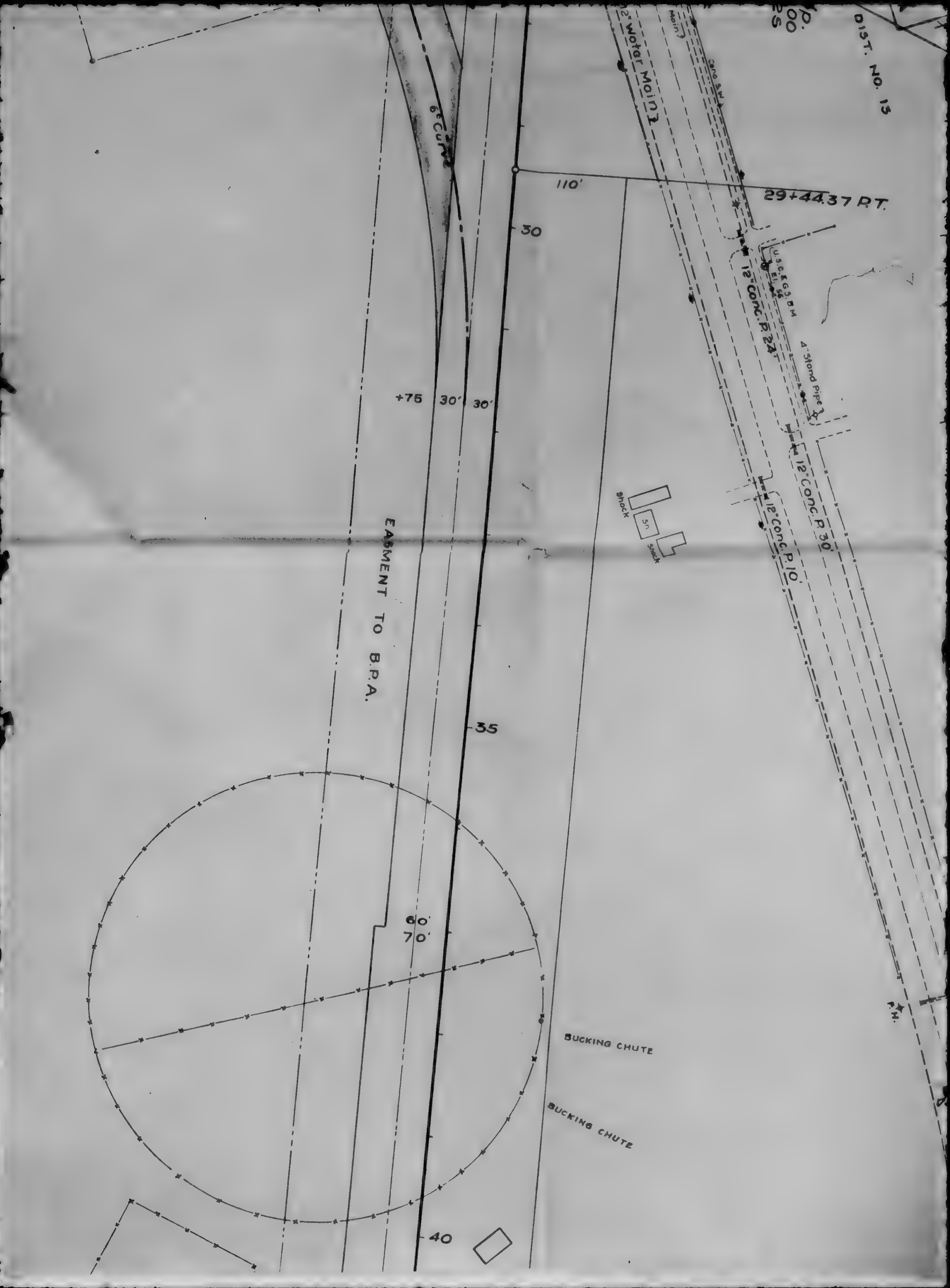

23+66.04 P.S.C.
8" Water Main
2' Conc. S.W.
Gravel Drive
Conc. S.W.
P.C.L.
Δ=1°47'
T3=489.46
+44.37 P.C.S.
IGH SCHOOL
UNION SCHOOL DIST. NO. 13
Conc. S.W.
Shop
400' S.P.
S=2°00'
O=0.25
29+44.37 P.T.
U.S.C.&G.S. B.M.
El. 56
12" Conc. P. 24'
4" Stand Pipe
12" Conc. P. 30'
12" Conc. P. 10'

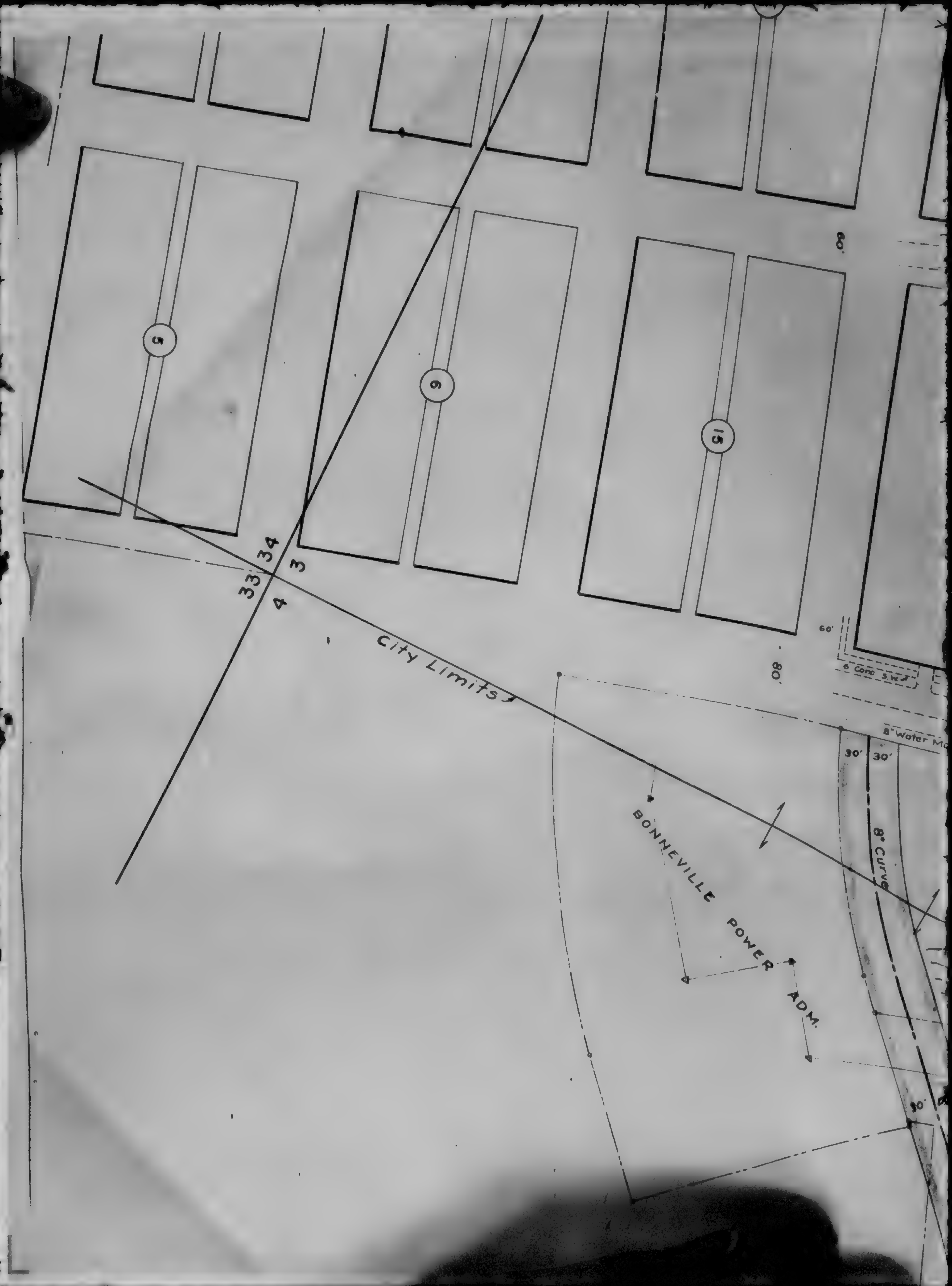

P.
00
RS
DIST. NO. 13
29+44.37 P.T.
U.S.C.&G.S. B.M.
El. 56
12" Conc. P. 24'
4" Stand Pipe
12" Conc. P. 30'
12" Conc. P. 10'
12" Conc. Pipe 36'
F.H.
G.V.

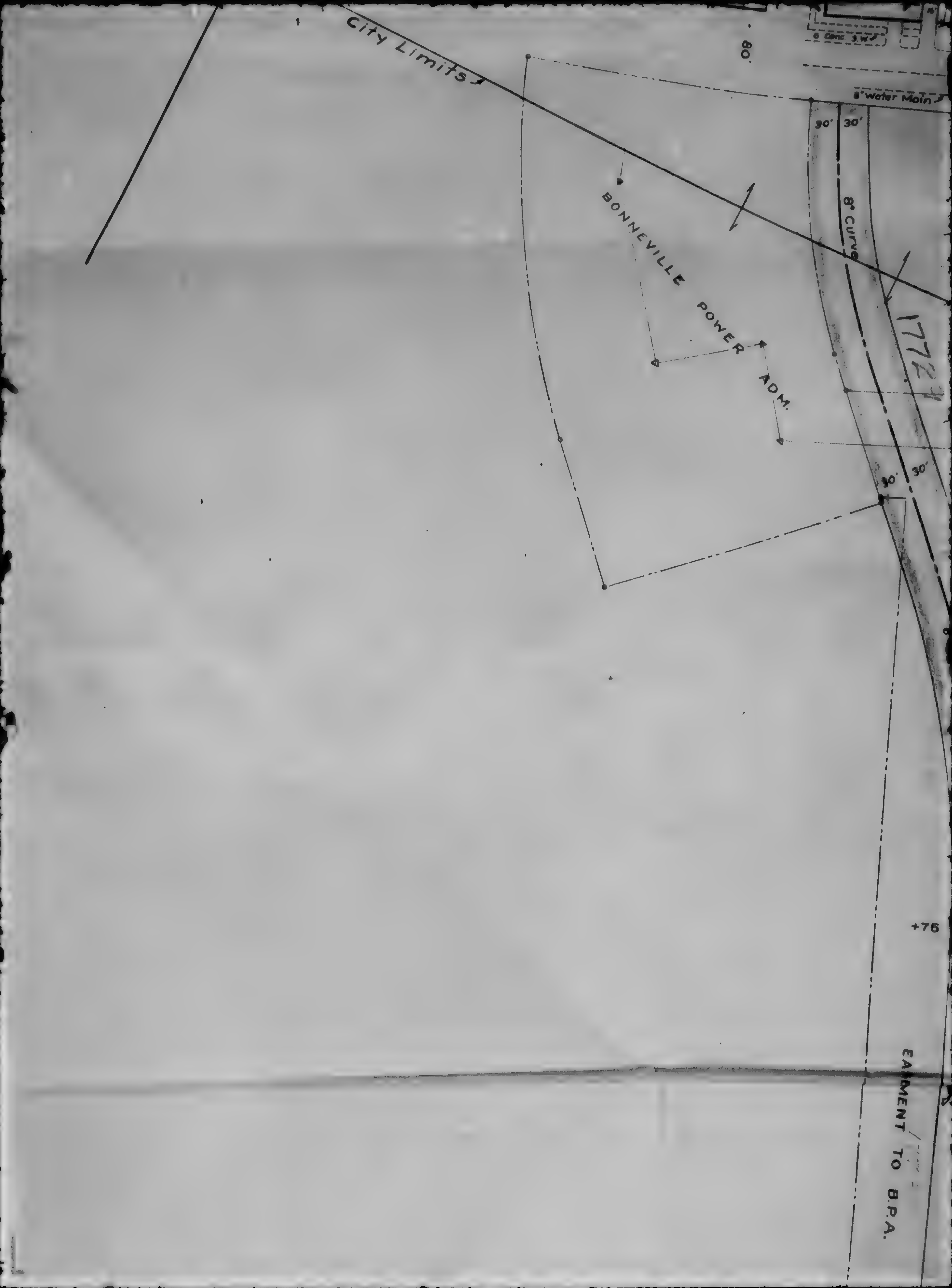


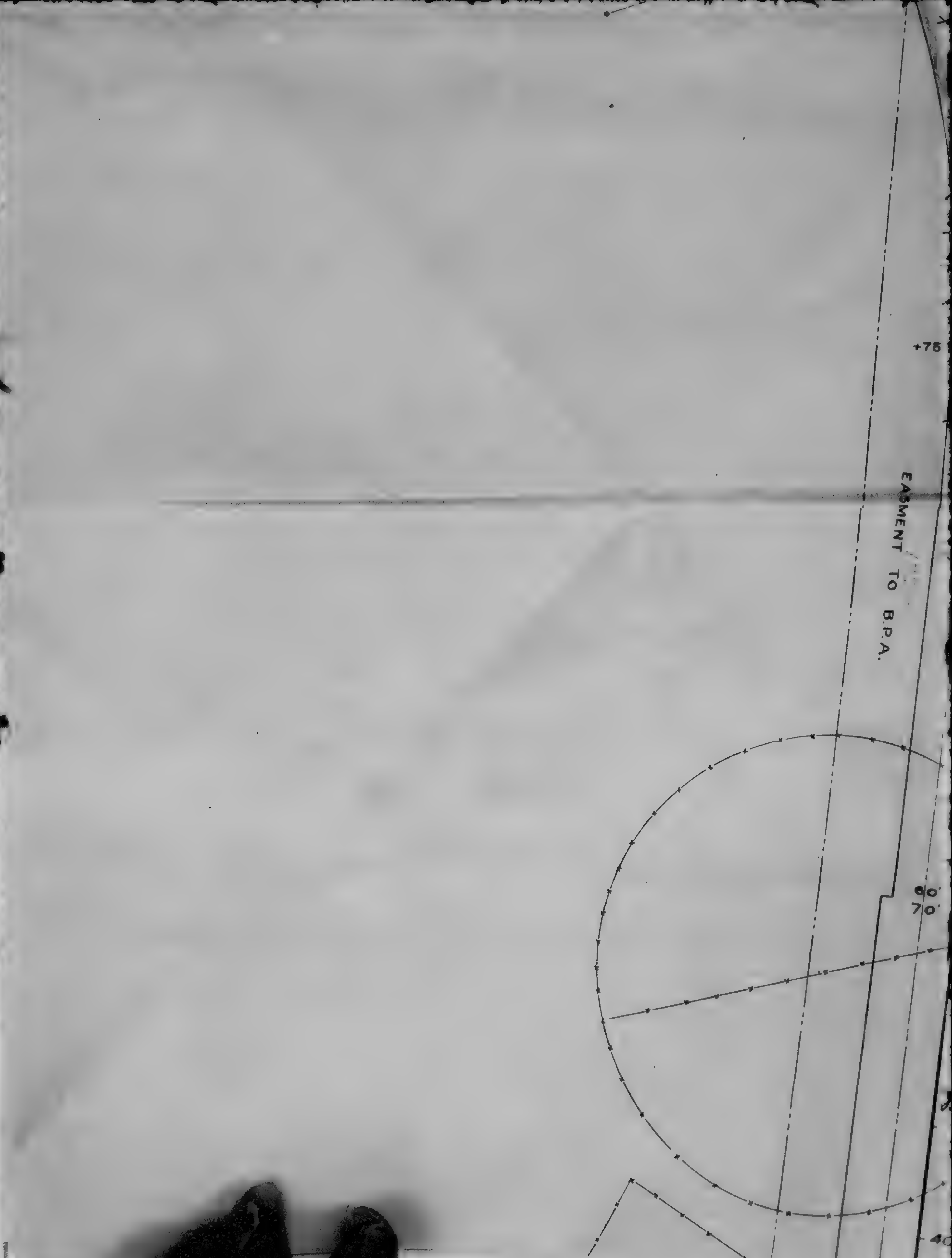
4
17
24
15
16
25
RUSSELL
CHESTER W. & ALMA GOODMAN
CHARLES AMES
Ho.
Go.
Conc.
12" Water Main
975' 13 30" W
Oil Foot Path
OF
REEDSPORT
SLOPE EASEMENT
60'
80'
50'
JOHN W. & LOUIS M. PURVIS
F. A. SPENCER
LOUIS FRANZ & ET. AL.
TRAILER PARKING
Cabins
Cab
W.R.
6' Conc. S.W.
20
19+66.04 P.S.
6' Water Main
21 S
ANDREW H GRANT
E. O. WILLIAMS
KENNETH E & WANDA BROWN
SLOPE EASEMENT
RW 12208
RW 12119
RW 12301
Trailer Ho.
FIR GROVE AUTO COURT
LOUIS W FRANZ & OTHERS
Deed RW 12188
GROC. STORE
400' Sp.
S = 2°00'
Q = 0.25
8" Water Main
12" Conc. P. 524
5' Conc side walk
23+66.04 P.S.C.
C.B.
30'
8° Curve
RUSSELL J. HUBBARD
177
BONNEVILLE POWER ADM.
25
Deed RW 12286
RA
8" Water Main
4' Conc. S.W.
Gravel Drive
Conc. S.W.
TS = 489.46
47
25+44.37 P.C.S.
UNION HIGH SCHOOL
UNION SCHOOL DIST. NO. 13
SHOP
400' Sp.
S = 2°00'
Q = 0.25
Sign Post
12" Water Main
Conc. S.W.
Dead Man
P.P.
6° C


80'
60'
6 Conc. S.W.
Cabins
Et Al.
W.R.
PARKING
9
SC Cabins
100
60
16'
GROVE AUTO COURT
S.W. FRANZ & OTHERS
6
7
Deed RW 12186
A
RA
GROC. STORE
100
C.B.
16'
60'
8" Water Main
12" Conc. P. 52
6' Conc. side walk
23+66.04 P.S.C.
30'
30'
8" Water Main
4' Conc. S.W.
Gravel Drive
Conc. S.W.
C.B.
Deed RW 12286
RA
25
BONNEVILLE POWER ADM.
RUSSELL J. HUBBARD
8° Curve
177
25+44.37 P.C.S.
UNION HIGH SCHOOL
UNION SCHOOL DIST. NO. 13
SHOP
Conc. S.W.
Sign Post
60'
P.P.
Dead Man
400' SP.
S=2°00
θ=0.25
30'
30'
12" Water Main
12" Water Main
Conc. S.W.
6° Curve
110'
29+44.37 P.T.
30
U.S.C.&G.S. B.M.
12" Conc. P. 24
4" Stand Pipe
+75
30'
30'
12" Conc. P. 30'
12" Conc. P. 10'
Shack
Sh
Shack
EASEMENT TO B.P.A.
35


DIST. NO. 13
12" Water Main
Main
Conc S.W.
6° Curve
110'
29+44.37 P.T.
30
U.S.C.&G.S. B.M.
El. 56
12" Conc. P. 24'
4" Stand Pipe
+75
30'
30'
12" Conc. P. 30'
12" Conc. P. 10'
Shack
Shack
EASMENT TO B.P.A.
35
60'
70'
BUCKING CHUTE
BUCKING CHUTE
F.H.
40


5
6
15
60'
34
3
33
4
City Limits
60'
80'
6' Conc S.W.
8" Water Ma
30'
30'
8° Curve
BONNEVILLE POWER ADM.
30'


City Limits
80'
6" Conc. S.W.
8" Water Main
30'
30'
8° Curve
BONNEVILLE POWER ADM.
1772
30'
30'
+75
EASEMENT TO B.P.A.


+75
EASMENT TO B.P.A.

RECEIVED
[illegible] 1952
FOR FILING

3580

August 1, 1952

Mr. Tom Lillebo
Mayor
Reedsport, Oregon

Dear Sir:

Reference is made to Mr. Serfling's letter of July 26 advising you have a 12-inch water main on Winchester Avenue from 19th to 22nd which is located only .4 foot below subgrade.

In cases like this it has been quite customary for the State Highway Department to pay the labor involved in removing the pipe outside the traveled portion of the street so that traffic would not be discommoded by digging up the pipe from time to time to make repairs. It is customary for the City to furnish the new pipe and fittings and place the salvaged pipe in storage if it is worth salvaging.

If this meets with your approval, please advise, and I will take the matter up with the Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. Tom Edwards

HGS:ar lg

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31st, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

In regard to Assignment #3580, I am attaching letter which I have blocked out for you to discuss this with the Mayor of Reedsport, but since blocking out this letter I have received a letter from Mr. Edwards in which he recommends that we do not cooperate in the movement of this pipe on the ground that they gave us the misleading information that the pipe was buried some 4 feet below grade, and that it was not standard practice and only a temporary expedient to locate a transite and wooden water main so close to the surface.

I do not see that the misleading information has any bearing on the subject, since the pavement had to be laid on the existing street and there was nothing we could have done except arrange for the moving of the pipe. I feel that this is in conformity with many of our past installations, and that we should cooperate to the customary extent in getting a new pipe installed where it will not be disturbed by highway traffic. A transite pipe located so close to the surface would certainly cause continuous bother.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
AUG 1 1952
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

No. 3520
By wc

28, 1952

scription: **Letter of July 26 by B. A. Serfling, City Mgr. of Reedsport, regarding possibility of future damage to pipe along Winchester Avenue in Reedsport (Reedsport-Winchester Bay Project)**

Acknowledged by _____ Referred to __Smith✓_________

xx✓Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply PLEASE RETURN TO
Please prepare for ________W. C. WILLIAMS__ signature
____

Assignment executed 8-1-52 Report received _________

Remarks:

JOHN W. PURVIS
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

July 26, 1952

[illegible] TO
[illegible] C. WILLIAMS

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

We wish to call to your attention a situation existing in the Reedsport-Winchester Bay project now under way. We have an existing 12" Class 100 Transite water line located along Winchester Avenue in Reedsport. From 22nd Street to 19th Street this line is located approximately 0.4 ft. below sub-grade. This is located in a City Street utilized by you for Highway purposes.

The Common Council have requested that I call to your attention the possibility of future damage to this pipe due to its proximity to finish grade.

We have been to considerable expense already in lowering pipe lines in front of the High School, which lines would have been even closer to sub-grade. We undertook this voluntarily since theselines were on your right-of-way rather than on a City Street.

It is the thought of the Council that the State Highway Department should assume responsibility for future traffic damage to this pipe. Or, if unwilling to assume such responsibility, the pipe should be lowered at State expense.

The writer will be on vacation for the next two weeks. Any communication in the matter during that time should be with the Mayor, Mr. Tom Lillebo.

Very truly yours,

CITY OF REEDSPORT

B. A. Serfling
City Manager

C. C. Mr. Tom Edwards, Roseburg, Org.

RECEIVED
JUL 28 1952
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

Indexed
Alphabetically

Cross Referenced To:

June 30, 1952

Bonneville Power Administration
729 N. E. Oregon Street
Portland, Oregon

Gentlemen:

Reference is made to our letter of June 25 in regard to moving guy wires on the Reedsport-Winchester Bay Section.

We are making arrangements with Russell Hubbard for right of way along the east side of the Bonneville Power Administration property for the service road on the west side of the highway, which road would turn at about Station 30 and follow along the east side of the property. This will give more room for the cars to line up before crossing the highway and be much more satisfactory than were the road to be constructed as originally planned.

Under this arrangement it probably will not be necessary for you to remove your deadman opposite Station 27+20 unless you feel that you would prefer to make an entirely new entrance to your property and avoid the two undercrossings of your line.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. C. McKinney

CEIVED
JUN 26 1952
FOR FILING

June 25, 1952

Bonneville Power Administration
729 N. E. Oregon Street
Portland, Oregon

Gentlemen:

Under separate cover I am forwarding right of way map and section of the plan sheets for the revision of the Oregon Coast Highway south of Reedsport.

We find it necessary to construct an outer highway or service road on the west side of the highway from Station 24 southerly for a considerable distance. This construction will interfere with one guy wire at Station 27+20 and two guy wires at Station 45+25.

Will you kindly arrange to move your wires to clear our frontage-road construction. In studying this on the ground you may contact Mr. C. C. McKinney, Resident Engineer, City Hall, Reedsport, for any additional information.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

HGS:ar 1g

cc Mr. H. G. Smith
Mr. Tom Edwards
Mr. C. C. McKinney

Fo[illegible]

Cross Referenced To:
Adm
U.S. Gov't
Dept. of Interior
E.P.R.

[illegible]ON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1950

Indexed Alphabetically

Hubbard, R[illegible]

SUBJECT:

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

[illegible] South [illegible] Transport [illegible] Town [illegible]

Dear Mr. Williams:

I am returning the letter which you sent to me and which has to do with right of way at Gardiner. I also have attached a copy of my letter to Mr. Russell Hubbard.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:avh
Encl.

NOTED
W. C. WILLIAMS

10-49

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
BEN. R. CHANDLER, MEMBER
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 13, 1950

Mr. Russell Hubbard
429 4th Avenue S. W.
George Frank Building
Box 404
Portland, Oregon

Dear Mr. Hubbard:

I have been trying all day to get you by phone to give you the information that you requested last night, but I have been unable to get an answer at the phone number given. I was not able to get the information yesterday, and now that I have it I am unable to reach you by phone, so I am enclosing a copy of a letter that Mr. Baldock received today from Mr. Hobbs, Chief, Land Section, Department of Interior.

I do not know whether the Power people are trying to get their line located on what will be right of way and thus avoid paying you for right of way privileges, or just what is their motive. Mr. Williams told me today that their survey has been made, but action by the Commission is somewhat deferred by reason of this letter. After you have had an opportunity to read this letter I will be glad to hear from you.

Yours very truly,

J. M. DEVERS

JMD:avh
Encl.
cc - [illegible] Williams

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

In Reply Refer to: R-CB-1
571-R-CB

July 10, 1950

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

[illegible] TO
W. C. WIL[illegible]
[illegible]

Dear Mr. Baldock:

This is in reply to your letter of June 26 over the signature of W. C. Williams, Assistant State Highway Engineer.

The transmission line right-of-way over Section 4, Township 22 South, Range 12 West, immediately west of the city of Reedsport, was located in full knowledge of your proposed highway location and the right-of-way boundaries thereof; in fact, it was so located with the intent to impose as little damage as possible upon the ownership outside the highway right-of-way when this highway was ultimately established upon this revised location.

It is my understanding that your department made the survey and furnished a plan map of this revision at the request of Mr. Hubbard, the owner of the property, so that our engineers could accomplish this end. You will note that where the BPA center line overhangs the highway right-of-way, it is over the corners of your extra width which obviously is for cut and fill slopes. This transmission line right-of-way was acquired by the Administration for one series of structures only, and it was the intent that there would be no conflict with highway construction.

The proposed structure locations are shown on the print, which I am returning to you. It will be appreciated if you will examine the position of the structures with relation to your proposed cut and fill slopes and determine if there is a conflict in actual construction. If I am correct in assuming that you will acquire fee simple title for your right-of-way, I see no major problem resulting from doing so, subject to the Government's transmission line easement. Possession of this transmission line easement was acquired through a condemnation action.

It would be helpful to this office to be advised when your present location has been determined as final and also as to the probable time that acquisition will be undertaken.

Yours very truly,

E. L. Hobbs
E. L. HOBBS
Chief, Land Section

cc Mr. H. G. Smith

VED
FILING

Indexed
Alphabetically
Hubbard, Russell

June 26, 1950

Bonneville Power Administration
729 N. E. Oregon Street
Portland, Oregon

Gentlemen:

We note that right of way for the proposed Bonneville power line south of Reedsport is in conflict with the right of way for the proposed reconstruction of the Oregon Coast Highway. In general, the center line of the power line is 80 feet west of the highway center line, and, if you used 50 feet east of your center line, this would only allow, in general, a 30-foot width on the westerly side of the highway center line. This is inadequate for future development of the highway.

Is there any manner in which you can modify your plans wherein you would acquire 80 feet on the west side of your center line and only 20 feet on the east side.

I enclose herewith a sketch map on which is indicated, in orange coloring, the power line right of way that encroaches on the proposed highway relocation. We will appreciate your advice in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:ms

Encl.

cc Mr. H. G. Smith

FORM E-30 25M 1-50 37535

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23rd, 1950

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Mr. Russell Hubbard has discussed the matter of the Bonneville Power location south of Reedsport with us several times, once at the last Commission meeting and afterwards in this office. Consequently, I secured the attached map from Mr. Morgan showing the construction of their pole line, a portion of which has been erected.

The Bonneville Power Administration was furnished a map of our proposed highway location prior to their starting surveys, and I do not understand why they overlapped their right of way on the proposed state highway right of way immediately south of Reedsport. They have filed condemnation proceedings against Mr. Hubbard for a 100-foot right of way, which centerline is located 80 feet west of our centerline. This would only allow us a 30-foot right of way on the westerly side, which is inadequate. It would not appear that they would need a 50-foot right of way on the easterly side of their centerline, as any future lines could be located to the west. Therefore, I suggest that you correspond with them to see if they would not modify their condemnation action by which they only acquire about 20 feet to the east of their centerline and 80 feet to the west.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

VED

FOR FILING

May 31st, 1950

Bonneville Power Administration
729 N. E. Oregon Street
Portland, Oregon

Gentlemen:

Will you kindly send Mr. F. D. Morgan, Locating Engineer, State Highway Department, Eugene, Oregon, a map of the proposed location of the Bonneville line leading through and south of Reedsport.

Very truly yours,

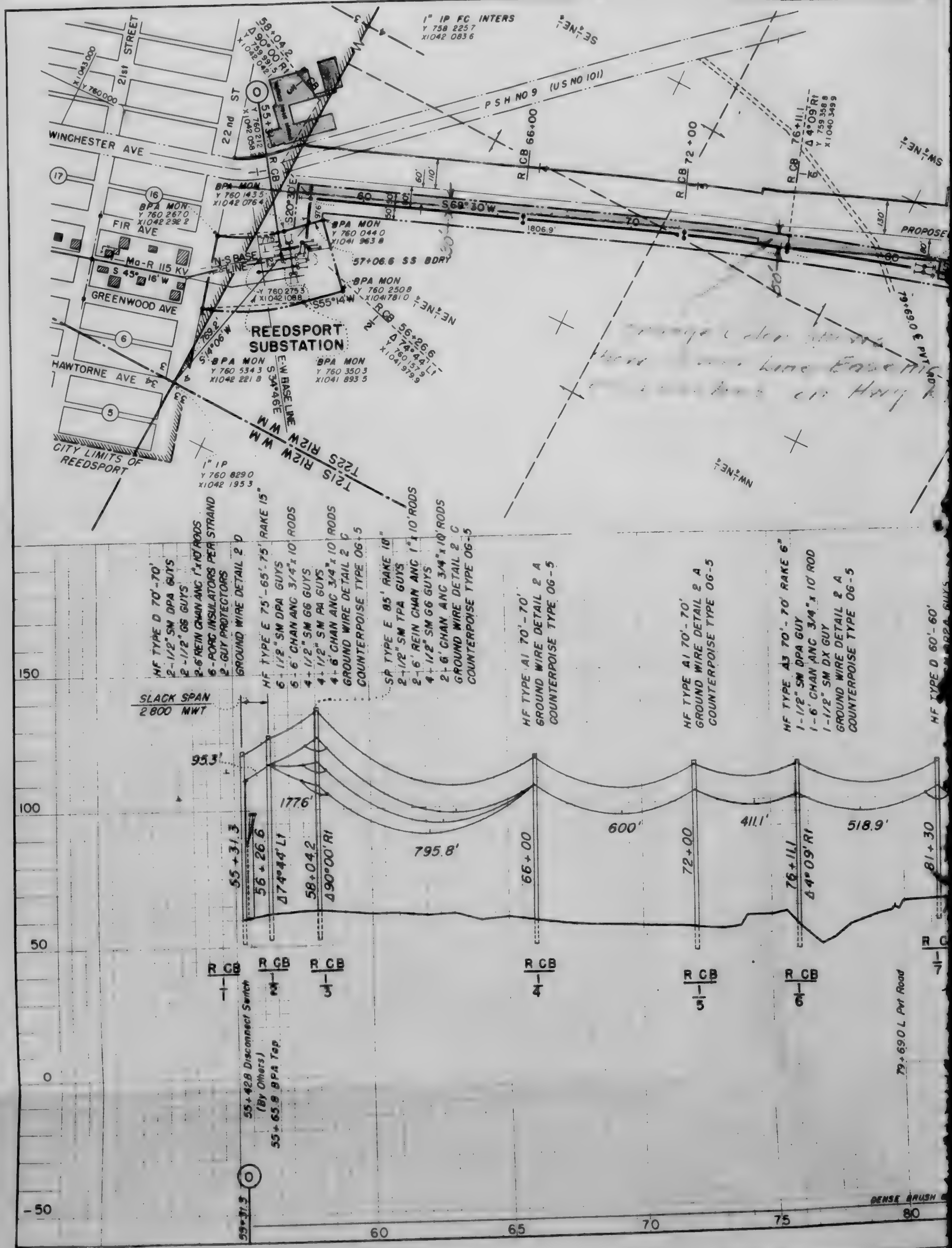
R. H. BALDOCK
STATE HIGHWAY ENGINEER

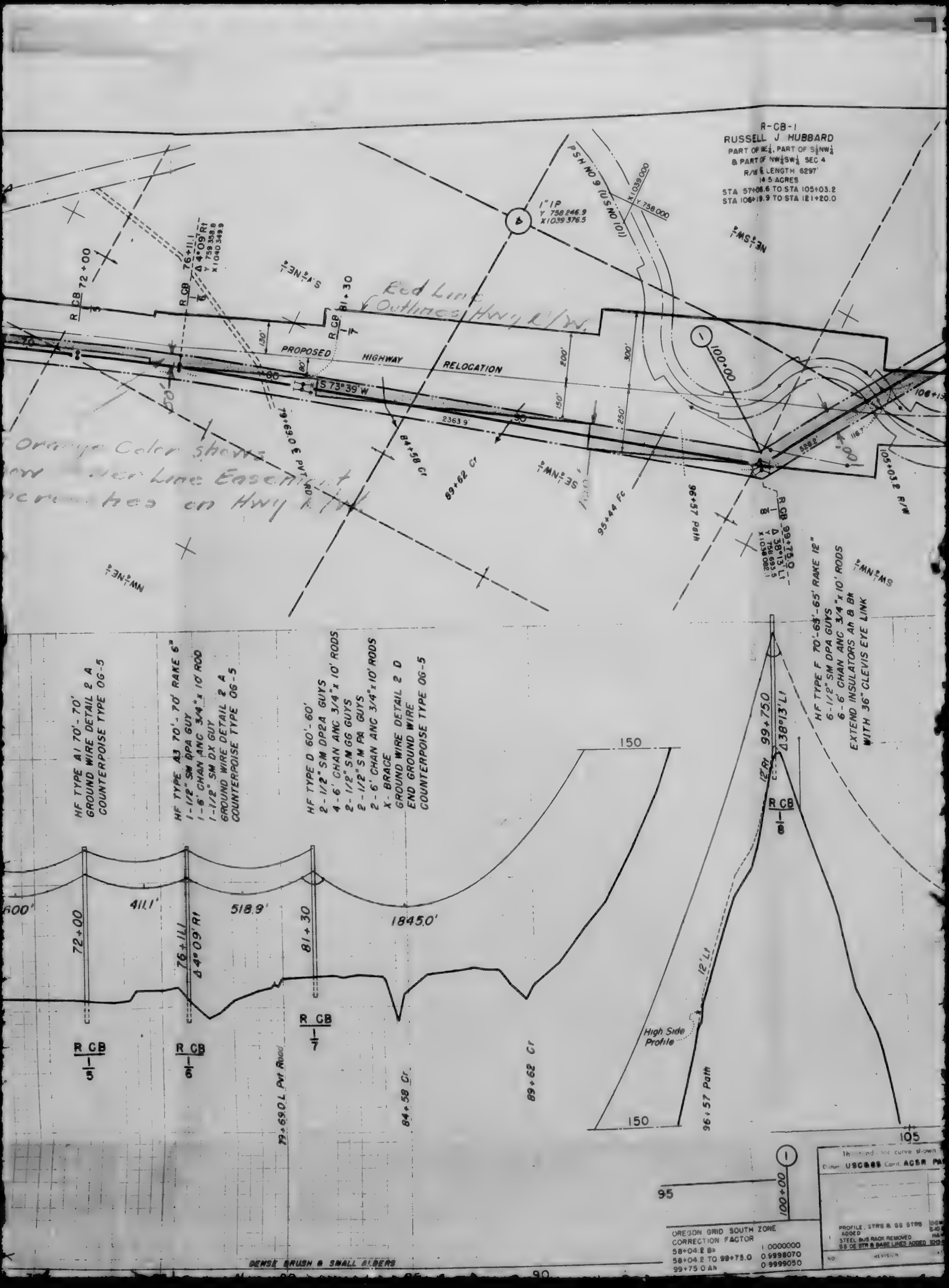
By

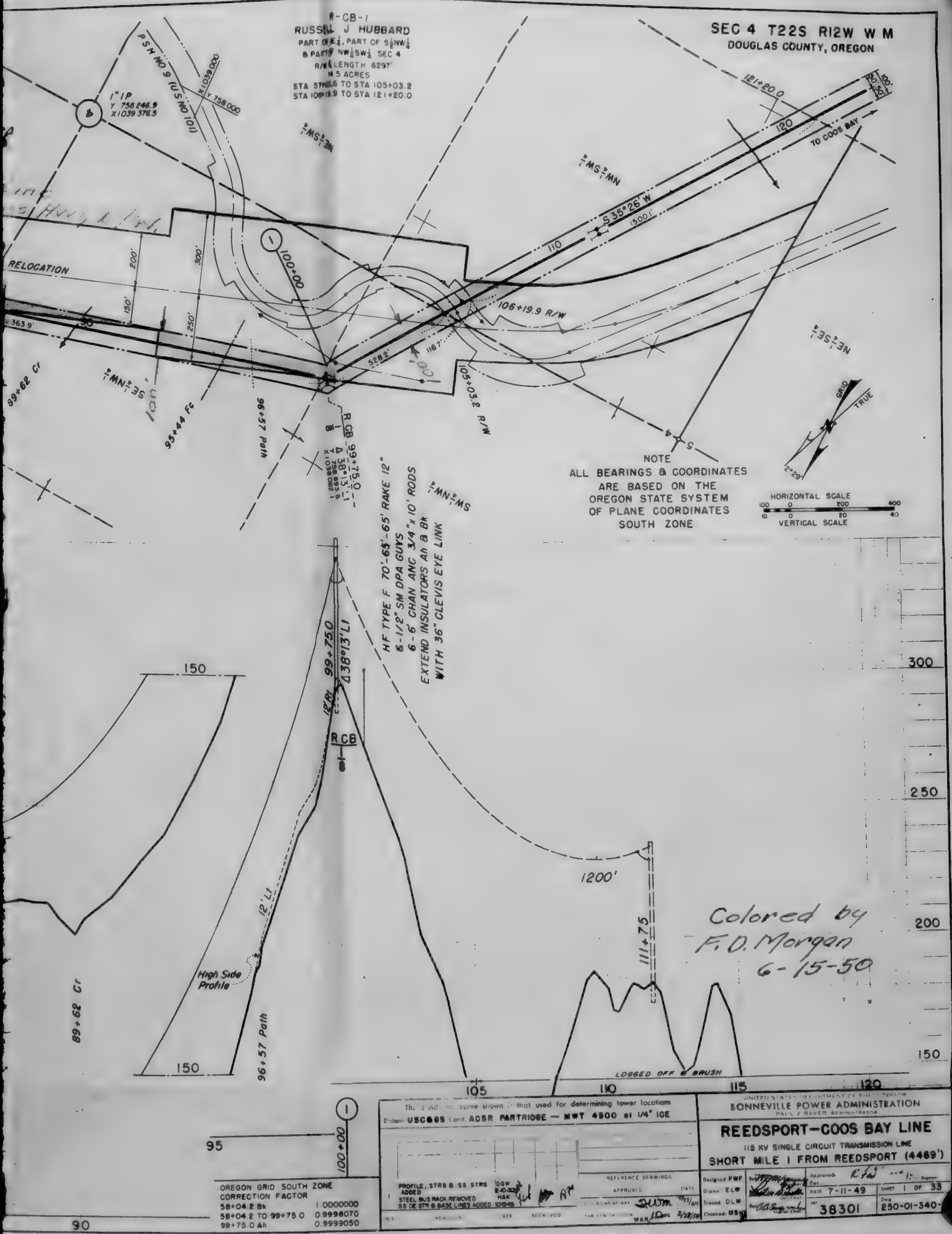
W. C. Williams
Assistant State Highway Engineer

R

cc to: H. G. Smith


1" IP FC INTERS
Y 758 2257
X1042 0836
SE¼NE¼
21st STREET
X1043000
Y 760000
22nd ST
58+04.2
Δ90°00'R1
55+31.3
PSH NO 9 (US NO 101)
WINCHESTER AVE
R CB 66+00
R CB 72+00
R CB 76+11.1
Δ4°09'R1
Y 759 358 8
X1040 349 9
SW¼NE¼
BPA MON
Y 760 143 5
X1042 076 4
S20°30'E
60
S69°30'W
1806.9'
70
PROPOSED
BPA MON
Y 760 267 0
X1042 292 2
FIR AVE
BPA MON
Y 760 044 0
X1041 963 8
N-S BASE LINE
Mo-R 115 KV
S 45° 16' W
57+06.6 SS BDRY
BPA MON
Y 760 250 8
X1041 781 0
Y 760 275 3
X1042 108 8
S55°14'W
NE¼NE¼
GREENWOOD AVE
R CB 56+26.6
Δ74°44'L1
Y 760 157 9
X1041 979 9
REEDSPORT SUBSTATION
S14°06'W
769.2'
BPA MON
Y 760 534 3
X1042 221 8
E-W BASE LINE
S34°46'E
BPA MON
Y 760 350 3
X1041 893 5
HAWTORNE AVE
T21S R12W WM
T22S R12W WM
CITY LIMITS OF REEDSPORT
1" IP
Y 760 829 0
X1042 195 3
NW¼NE¼
79+69.0 PVT
HF TYPE D 70'-70'
2-1/2" SM DPA GUYS
2-1/2" GG GUYS
2-6' REIN CHAN ANC 1"x10' RODS
6-PORC INSULATORS PER STRAND
2-GUY PROTECTORS
GROUND WIRE DETAIL 2 D
HF TYPE E 75'-65'-75' RAKE 15"
6-1/2" SM DPA GUYS
5-6' CHAN ANC 3/4"x10' RODS
4-1/2" SM GG GUYS
4-1/2" SM PA GUYS
4-6' CHAN ANC 3/4"x10' RODS
GROUND WIRE DETAIL 2 C
COUNTERPOISE TYPE OG-5
SP TYPE E 85' RAKE 18"
2-1/2" SM TPA GUYS
2-6' REIN CHAN ANC 1"x10' RODS
4-1/2" SM GG GUYS
2-6' CHAN ANC 3/4"x10' RODS
GROUND WIRE DETAIL 2 C
COUNTERPOISE TYPE OG-5
HF TYPE A1 70'-70'
GROUND WIRE DETAIL 2 A
COUNTERPOISE TYPE OG-5
HF TYPE A1 70'-70'
GROUND WIRE DETAIL 2 A
COUNTERPOISE TYPE OG-5
HF TYPE A3 70'-70' RAKE 6"
1-1/2" SM DPA GUY
1-6' CHAN ANC 3/4"x10' ROD
1-1/2" SM DX GUY
GROUND WIRE DETAIL 2 A
COUNTERPOISE TYPE OG-5
HF TYPE D 60'-60'
SLACK SPAN
2800 MWT
150
100
50
0
-50
95.3'
177.6'
795.8'
600'
411.1'
518.9'
55+31.3
56+26.6
Δ74°44'L1
58+04.2
Δ90°00'R1
66+00
72+00
76+11.1
Δ4°09'R1
81+30
R CB 1
R CB 2
R CB 3
R CB 4
R CB 5
R CB 6
R CB 7
55+42.8 Disconnect Switch
(By Others)
55+65.8 BPA Tap
79+69.0 L Pvt Road
55+31.3
DENSE BRUSH
60
65
70
75
80


R-CB-1
RUSSELL J HUBBARD
PART OF NE¼, PART OF S½NW¼
& PART OF NW¼SW¼ SEC 4
R/W ℄ LENGTH 6297'
14 5 ACRES
STA 57+08.6 TO STA 105+03.2
STA 106+19.9 TO STA 121+20.0
PSH NO 6 (USN 101)
X1039000
Y 758000
1" IP
Y 758 246.9
X1039 376.5
4
NE¼SW¼
S½NE¼
NW¼NE¼
SE¼NW¼
SW¼NW¼
R CB 72+00
R CB 76+11.1
Δ 4°09' Rt
Y 759 358.8
X 1040 349.9
R CB 81+30
7
Red Line
Outlines Hwy R/W.
PROPOSED HIGHWAY RELOCATION
1
100+00
106+19
130'
80'
200'
300'
150'
250'
60
50'
S 73° 39' W
2363.9'
90
116.7'
529.2'
100'
105+03.2 R/W
Orange Color shows
new ... ver Line Easement
encroaches on Hwy R/W
79+69.0 ℄ Pvt Rd
84+58 Cr
89+62 Cr
95+44 Fc
96+57 Path
R CB 99+75.0
8
Δ 38°13' Lt
Y 758 693.5
X 1038 082.1
HF TYPE A1 70'-70'
GROUND WIRE DETAIL 2 A
COUNTERPOISE TYPE OG-5
HF TYPE A3 70'-70' RAKE 6"
1-1/2" SM DPA GUY
1-6' CHAN ANC 3/4" x 10' ROD
1-1/2" SM DX GUY
GROUND WIRE DETAIL 2 A
COUNTERPOISE TYPE OG-5
HF TYPE D 60'-60'
2-1/2" SM DP2A GUYS
4-6' CHAN ANC 3/4" x 10' RODS
2-1/2" SM GG GUYS
2-1/2" SM PA GUYS
2-6' CHAN ANC 3/4" x 10' RODS
X-BRACE
GROUND WIRE DETAIL 2 D
END GROUND WIRE
COUNTERPOISE TYPE OG-5
HF TYPE F 70'-65'-65' RAKE 12"
6-1/2" SM DPA GUYS
6-6' CHAN ANC 3/4" x 10' RODS
EXTEND INSULATORS Ah & Bk
WITH 36" CLEVIS EYE LINK
150
600'
411.1'
518.9'
1845.0'
72+00
76+11.1
Δ 4°09' Rt
81+30
99+75.0
Δ 38°13' Lt
12' Rt
12' Lt
R CB 5
R CB 6
R CB 7
R CB 8
79+69.0 L Pvt Road
84+58 Cr.
89+62 Cr
96+57 Path
High Side Profile
150
105
95
90
DENSE BRUSH & SMALL ALDERS
1
100+00
OREGON GRID SOUTH ZONE
CORRECTION FACTOR
58+04.2 Bk 1 0000000
58+04.2 TO 99+75.0 0.9998070
99+75.0 Ah 0 9999050
Th ... for curve shown
Datum USC&GS Cond. ACSR
PROFILE, STRS & SS STRS ADDED
1 STEEL BUS RACK REMOVED
SS DE STR & BASE LINES ADDED
NO REVISION



SEC 4 T22S R12W W M
DOUGLAS COUNTY, OREGON
R-CB-1
RUSS[illegible]L J HUBBARD
PART O[illegible]E¼, PART OF S½NW¼
& PART[illegible] NW¼SW¼ SEC 4
R/W LENGTH 6297'
[illegible].5 ACRES
STA 57[illegible]6 TO STA 105+03.2
STA 10[illegible]9.9 TO STA 121+20.0
PSH NO 9 (US NO 101)
1" IP
Y 758 246.9
X1039 376.5
X1039 000
Y 758 000
NE¼SW¼
NW¼SW¼
121+20.0
120
TO COOS BAY
S 35°26' W
1500.1'
110
100+00
RELOCATION
200'
300'
150'
250'
363.9'
90
106+19.9 R/W
528.2'
116.7'
100'
105+03.2 R/W
NE¼SE¼
89+62 Cr
SE¼NW¼
95+44 Fc
96+57 Path
R CB 99+75.0
Δ 38°13' Lt
Y 758 693.1
X 1038 082.1
SW¼NW¼
HF TYPE F 70'-65'-65' RAKE 12"
8-1/2" SM DPA GUYS
6-6' CHAN ANC 3/4" x 10' RODS
EXTEND INSULATORS Ah & Bk
WITH 36" CLEVIS EYE LINK
GRID
TRUE
2°29'
HORIZONTAL SCALE
100 0 200 400
10 0 20 40
VERTICAL SCALE
150
99+75.0
Δ38°13' Lt
12' Rt
R CB
12' Lt
1200'
111+75
High Side Profile
89+62 Cr
96+57 Path
LOGGED OFF & BRUSH
300
250
200
150
105
110
115
120
95
100+00

NOTE
ALL BEARINGS & COORDINATES ARE BASED ON THE OREGON STATE SYSTEM OF PLANE COORDINATES SOUTH ZONE

Colored by
F.D. Morgan
6-15-50

OREGON GRID SOUTH ZONE CORRECTION FACTOR	
58+04.2 Bk	1.0000000
58+04.2 TO 99+75.0	0.9998070
99+75.0 Ah	0.9999050

The cond. ... curve shown is that used for determining tower locations
Datum: USC&GS Cond. ACSR PARTRIDGE — MWT 4800 at 1/4" ICE

NO	REVISION	DATE	APPROVED
1	PROFILE, STRS & SS STRS ADDED STEEL BUS RACK REMOVED SS DE STR & BASE LINES ADDED	DGW 2-10-50 HAK 10-13-49	

REFERENCE DRAWINGS
APPROVED DATE
RIGHT OF WAY WLM 1/22/49
FOR CONSTRUCTION WAR 2/28/50

UNITED STATES DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PAUL J RAVER ADMINISTRATOR

REEDSPORT—COOS BAY LINE

115 KV SINGLE CIRCUIT TRANSMISSION LINE
SHORT MILE 1 FROM REEDSPORT (4469')

Designed PWF
Drawn ELW
Traced DLM
Checked MSH
Unit Chief
Section Chief
Approved
Date 7-11-49
Sheet 1 of 33
Jor 38301
Dwg 250-01-340-

RECEIVED
FOR FILING
OREGON DISTRICT

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

February 28, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-128(4), Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FOR FILING

January 16, 1952

Berke Bros.
7923 N. E. Halsey St.
Portland, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 3601, which was awarded to you on December 4, 1951 by the State Highway Commission, for grading and paving on the Reedsport-Winchester Bay Section on the Oregon Coast Highway in Douglas County. This copy is for your records and files.

We are also sending an executed copy of the above contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/16/52

8

RECEIVED
DEC 20 1951
FOR FILING

December 13, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 10, 1951 on Contract No. 3601, Reedsport-Winchester Bay Section, in connection with Federal Aid Project No. SF-128 (4).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBH:gs

RECEIVED

FOR FILING

12-13

AGENDA
DEC 20 1951

December 4, 1951

Berke Brothers
7923 N.E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 11, 1951 accepted your proposal to grade and pave Reedsport-Winchester Bay Section of the Oregon Coast Highway, in Douglas County, for the sum of $669,982.00, and awarded contract #3601 to you subject to clearance of right of way and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form, which contains specificiations, and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:ls
Encs.
cc: H. G. Smith
Goldie Lewis
S. H. Probert
W. M. Franzwa, SIAC

S&C

rice desired;
is message will be
full rate telegram

FULL RATE TELEGRAM	SERIAL	☐
DAY LETTER	NIGHT LETTER	☐

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE	☐	LETTER TELEGRAM	☐
VICTORY LETTER	☐	SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 4, 1951
2:00 p.m.

Berke Brothers
7923 N. E. Halsey
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Reedsport-Winchester Bay Section of the Oregon Coast Highway in Douglas County for which you submitted low bid on October 11, 1951. Contract forms will be mailed you shortly for execution.

H. G. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
C. W. Head
Auditor (5001-900)
Files

RECEIVED
[illegible] 1951
FOR FILING

OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

December 4, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-128(4)
Reedsport-Winchester Bay
Section

Dear Sir:

As requested in your letter of today advising that all rights of entry have been obtained for Oregon Project BF-128(4), Reedsport-Winchester Bay Section of the Oregon Coast Highway, we hereby concur in award of contract to Berke Brothers of Portland, Oregon, who submitted the low bid for this project, at the bid opening on October 11, 1951.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
DEC 5 1951
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC [illegible] 1951
FOR FILING

F 128(4)

[illegible]

December 4, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

May we have your concurrence in the award today of contract for grading and paving work on the Reedsport-Winchester Bay Section of the Oregon Coast Highway, Project BF-128 (4), to Berke Brothers of Portland, Oregon, this award to be made on the basis of the bid in the amount of $669,982 submitted by them on October 11, 1951.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED

FOR FILING

FORM E-90 25M 9-51 47189

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1951

SUBJECT: Reedsport-Winchester Bay Section

To: Mr. Williams
Assistant State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The right of way has been acquired or placed under condemnation on the above named section. Therefore, you may award the contract.

Very truly yours,

Forrest Cooper
FORREST COOPER
Right of Way Engineer

FC:je

ECEIVED
FOR FILING

[illegible]

[illegible]

Agenda Item 4-h

November 15, 1951

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing herewith, for the records and files of the County of Douglas a fully executed copy of an agreement between the State Highway Commission and Douglas County covering the disposition of a section of the Oregon Coast Highway in connection with the Reedsport-Winchester Bay project.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
NOV 5 1951
FOR FILING

RE 1-8(1)
[illegible]

Cross Referenced To:
adm
[illegible]
Dept. of Interior
[illegible]

November 1, 1951

Mr. E. L. Hobbs, Chief
Land Section
Bonneville Power Administration
Portland 8, Oregon

Re: Reedsport-Coos Bay

Dear Mr. Hobbs:

This letter is to advise you that the estimated cost of $550 for removing guy wire at Station 27+20 on the Reedsport-Winchester Bay Section is satisfactory. I would appreciate your proceeding with the moving of this wire and submitting proper billing for the cost of the work, and the State will reimburse the Bonneville Power Administration for the work performed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

March 3, 1849

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND 8, OREGON

In reply refer to:
Reedsport-Coos Bay

October 30, 1951

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams
Asst. State Highway Engineer

Gentlemen:

Reference is made to your letter of October 15 requesting that the Administration adjust its guy wire opposite station 27 + 20 in order to clear the shoulder of your relocated highway.

The Branch of Design has stated that this work will be done under our Project Recommendation 836-347. The estimated cost is $550.00 which includes moving the guy wire and deadman and Administrative overheads.

Will you please advise this office if this estimate is approved by the Highway Commission in order that this work may be processed in the near future.

Very truly yours,

E. L. HOBBS
Chief, Land Section

FOR FILING

81 132(4)
3601

Cross Referenced To:
[illegible]
U.S. Gov't
Dept. of Interior
B.P.A

October 15, 1951

Bonneville Power Administration
729 N. E. Oregon Street
Portland, Oregon

Gentlemen:

We are about to let a contract for the Reedsport-Winchester Bay Section, and it will be necessary for you to readjust your guy wire opposite our Station 27+20, as your deadman and guy are within 42 feet right of our line, whereas our shoulder is 42 feet right and our slope 52 feet right. I am attaching a print of our map.

This is your authority to bill the State Highway Commission for the cost of making this change.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR

Encl.

cc Mr. H. G. Smith
Mr. K. D. Lytle

RECEIVED

FOR FILING

FORM E-30 20M 3-51

RY 1-8(4)
[illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1951

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary

Attached is a certified check from the City of Reedsport in the amount of $2,250. This check is to cover the city's advance deposit on the cost of trench excavation for the city's water main on the Reedsport-Winchester Bay project.

This project is now clear as far as this office is concerned.

John W. Cattrall
Engineer, County and City Relations

By

Robert H. Prange
Robert H. Prange
Office Engineer

[illegible]
10-18

RHP:MM

cc: Mr. M. H. Hawke
Mr. W. C. Williams

RECEIVED
FOR FILING

FI-122(4)

2631

October 17, 1951

Mr. B. A. Serfling
Acting City Recorder
City Hall
Reedsport, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of your City a fully executed copy of an agreement between the State Highway Commission, City of Reedsport and Union High School District No. 13 in connection with the Reedsport-Winchester Bay Project on the Oregon Coast Highway in Douglas County, Oregon.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd A. Query
Acting Secretary

rn
Enc. 1

RECEIVED
FOR FILING
RP-1-11 (4)
3601

October 17, 1951

Mr. B. A. Serfling, Chairman
Union High School District No. 13
Reedsport, Oregon

Dear Sir:

We are enclosing herewith, for the records and files of Union High School District No. 13 a fully executed copy of an agreement between the State Highway Commission, the City of Reedsport and Union High School District No. 13 in connection with the Reedsport-Winchester Bay Project on the Oregon Coast Highway in Douglas County, Oregon.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd A. Query
Acting Secretary

rn
Enc. 1

FORM E-30 25M 3-51 47190

REFERRED
Mr Glaisyer
By W. W. STIFFLER

For Agenda

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1951

MISC. CONTRACTS and AGREEMENTS No. 1347

2938

AGENDA

SUBJECT: Assignment No. 2938

To: Mr. W. C. Williams
OFFICE

Attached are ~~three~~ 4 copies of an agreement between the State, City of Reedsport, and Union High School District No. 13 in connection with the Reedsport-Winchester Bay project on the Oregon Coast Highway. ~~All~~ three copies of this agreement have been executed by the proper officials and are now ready for presentation to the Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

5a

3 copies to be signed

4th copy to Quincy in suspense

ASSIGNMENT

No. [illegible]38
By [illegible]

te: October 4, 1951

Description: Ralph Wyckoff's letter of October 3, ten copies of agreement between the State, the City of Reedsport, and Union High School District Mmk No. 13 attached

Acknowledged by _____ Referred to __Cattrall ✓________

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature

____

Assignment executed 10-10-51 Report received ________

Remarks: Please check and return for my signature, after which you may proceed with securing of signatures of City and School District.

PLEASE RETURN TO [illegible] FOR FILING

FORM E-30 28M 11-50 44701

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

October 3, 1951
Salem, Oregon

SUBJECT:

To:

Mr. W. C. Williams
Assistant Highway Engineer
OFFICE

[illegible] RETURN TO
W. C. WILLIAMS
FOR FILING

Dear Mr. Williams:

I have attached ten copies of an agreement between the State and the City of Reedsport and Union High School District No. 13.

This agreement was requested by your letter of September 24, 1951.

There should be attached, before sending these agreements out for signature, the Exhibits A and B which are referred to in the agreement.

Yours very truly,

Ralph Wyckoff

RALPH WYCKOFF
Assistant Attorney

RW:PK
Encl. 10

RECEIVED
FOR FILING
FORM K-30 25M 3-51 47190

RF 125(4)

3601

File

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 10, 1951

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

Attached is a letter from the city recorder of Reedsport authorizing Mr. Tom Lillebo, Mayor of Reedsport, to act for the City in accepting or rejecting the rock trench bid item included in the Reedsport-Winchester Bay project at the City's request and as per the agreement between the City, State, and Union High School District No. 13.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Field Engineer

JFH:MM
Att.

JOHN W. PURVIS
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT
REEDSPORT, OREGON

Oct. 9, 1951

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Referring to the matter of the rock trench proposed for use of the City of Reedsport water line in the rock cut on Reedsport-Winchester Bay highway job.

This is to advise that at the regular Council Meeting held Oct. 8, 1951, Mr. Tom Lillebo, Mayor of Reedsport, was authorized to accept or reject the proposal upon being advised as to the bid submitted.

Very truly yours,

CITY OF REEDSPORT

B. A. Serfling
Acting Recorder

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OCT [illegible] 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
BF-128(4)

September 26, 1951

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-128(4)
Reedsport-Winchester Bay Sec.
of the Oregon Coast Highway
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two, of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

CC - Division 8 Office

REFERRED TO
Williams
Highway Engineer

Copy to Paxson

BFI-174(12) Gorton Cr.-Warren Cr. 1951
Sec., Columbia River Hwy.
#3602 [redacted]

Correspondence regarding:

Shell Rock Mt. Encroachment

SEE: CONSTRUCTION
Right of Way
Columbia River Hwy. (Upper)
1952

Railroad Agreement # 382

A

RECEIVED
AUG 3 1956
FOR FILING

BFI-174(1-

3602

August 2, 1956

Mr. C. [illegible]. Polk, District Engineer
Bureau of Public Roads
406 State Highway Building
Salem, Oregon

Dear Sir:

Re: Gorton Creek–Warren Creek Section
F.L.P. No. Ore. BFI 174-12
Warren-Viento Section
F.L.P. No. Ore. BFI 174-13

We are submitting Union Pacific Railroad Bills No. 590647, 550412, 550414, 597353, 598991, 598989, 710321, and 759075, which comprise final billing for railroad work on the above project for audit. A copy of State Railroad Agreement No. 382, dated November 21, 1951, is submitted for the auditor's use. If he needs any additional information, such as project plans or contract in making the audit, please advise and we will forward them immediately.

All of the data submitted is a part of our office file we would appreciate return of same when the audit is complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

[illegible] Williams
Deputy State Highway Engineer

CAG/kcs

cc: C. A. Gardner

4

RECEIVED
AUG 3 1956
FOR FILING

BFI-174 (1-1)

[illegible]

August 2, 1956

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Att: Mr. W. B. Vercoe, Division Engineer

Gentlemen:

RE: Gorton Creek-Warren Creek and
Warren Creek-Viento Sections
Columbia River Highway
File Ref. D315-2-37

We are this date, preparing and forwarding to our auditor for payment an estimate that will pay 90% of your Bill No. 759075. In addition we are submitting your Bills No. 590647, 550412, 597353, 550414, 590971, 597959, 710321, and 759075, all for work on the above section, to the Bureau of Public Roads for audit. We will advise you as to results of the audit as soon as it is received from the Bureau of Public Roads. Mr. Peart of your Omaha office has made several inquires concerning these bills and we would appreciate your advising him as to their present status.

On May 23, 1956 we returned your Bill No. 743913 for correction similar to that made on Bill No. 709211. When can we expect submission of the corrected bill?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/kcs

cc Gardner

RECEIVED
DEC 6 - 1955
FOR FILING

6

NOTED
W. C. WILLIAMS

GORTON CREEK-WARREN CREEK

Contract No. 3602

Re-establish R.R. Tracks	$116,000	
Re-establish Signal & Tel. Lines	23,000	
Railroad Protection	10,000	
Railroad Undercrossing (Haul Road)	20,000	
		$169,000

WARREN CREEK-VIENTO

Contract No. 3603

Re-establish R.R. Tracks	$ 72,000	
Re-establish Tel. & Signal Lines	14,000	
Railroad Protection	10,000	
Culvert Under Existing Track	1,600	
		$ 97,600

10/4/55

GORTON CREEK-WARREN CREEK

Contract No. 3602

Date Order Received		Date of Order	Kind of Order	Number of Order	Net Amount	Remarks
	1/9	1-7-52	SF	284	$ 11,000.00	Construct 200 Lin. Ft. of 48" diameter drainage tunnel.
10/31	10/31	10-24-52	SF	284	10,000.00	Railroad Protection
10/31	10/31	10-24-52	SF	285	116,000.00	Reestablish R.R. Tracks
10/31	10/31	10-24-52	SF	285	23,000.00	Re-establish Signal and Tel. Lines
3/11	3/16	2-27-53	PA 2	---	13,125.00	Riprap Railroad Fill
9/30	9/30	9-24-53	PA 5	---	910.14	Damage to Signal Lines
*10/31	10/31	10-24-52	SF	279	20,000.00	Railroad Undercrossing (Haul Rd.)

WARREN CREEK-VIENTO

Contract No. 3603

Date Order Received		Date of Order	Kind of Order	Number of Order	Net Amount	Remarks
10/24	10/24	10-22-52	SF	284	$10,000.00	Railroad Protection
10/24	10/24	10-22-52	SF	285	14,000.00	Re-establish Tel. & Signal Lines
10/24	10/24	10-22-52	SF	285	72,000.00	Re-establish R.R. Tracks
10/24	10/24	10-22-52	SF	260	20,000.00	Constr. Brs. (Temp. Underpasses Under R.R.)
9/30	9/30	9-24-53	PA	3	1,173.65	Repair Damage to Signal Lines

10/3/55

RECEIVED
OCT 25 1955
~~FOR FILING~~

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem Office
October 12, 1955

SUBJECT: Shell Rock Mountain Section
(Gorton-Warren Creek and
Warren Creek-Viento Contracts)

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Mr. C. A. Gardner's letter of September 22, addressed to you, with reference to billing by the Union Pacific Company for railroad costs on the projects involved, has been referred to me for examination.

I have carefully read Mr. Gardner's letter and also the terms of the agreement between the Railroad Companies and the Highway Commission, being Railroad Agreement No. 382.

Section 4, Article (f), and Section 7, Article (a) when read together are somewhat ambiguous, but it is my understanding that as a matter of practice on past projects involving items of a somewhat comparable nature, the bills submitted by the Railroad Companies have conformed to the standards set up in General Administrative Memorandum No. 299, and that is has been an accepted understanding that the provisions thereof would be applicable.

I know of no reason for departing from that practice in the present instance and think that it might be undesirable and dangerous to establish a precedent in this instance.

Mr. Gardiner's letter, with the accompanying itemized bills, are returned to you herewith.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

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FOR

FORM E-30X—37,500—2-55—52987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 21st, 1955

SUBJECT:

W. C. WILLIAMS

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

I am enclosing herewith letter dated June 14, 1955 from Mr. E. F. Kidder, Division Engineer for the Union Pacific. Mr. Kidder advises of trouble experienced by the Union Pacific on the west end of the Shell Rock fill section. There was considerable wash on the railroad embankment due to a strong westerly wind and wave action. This damage occurred on June 12-13. I met Kidder at the site on Monday the 13th, and at that time it was his estimate that there would be somewhere in the neighborhood of 7,000 to 7,500 yards of riprap from their Chatfield Quarry that would be needed to repair the wash.

You will note from Kidder's letter, that the railroad company expects to bill the state for the cost of restoring the embankment, in accordance with the construction easement agreement dated November 21, 1951, covering this section. I have been unable to locate a copy of this agreement in our office.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.

NOTED
FORREST COOPER

REFERRED TO
Williams
By Ass't. Construction Engineer

[illegible]
[illegible] [illegible] [illegible]

COPY UNION PACIFIC RAILROAD COMPANY

JUNE 14, 1955

(File Ref. D 315-2-37)

Mr. A. G. Skelton,
Division Engineer
Oregon State Highway Department
P.O. Box 4699
Portland 2, Oregon

Dear Sir:

Re: Gorton Creek - Warren Creek Section,
Columbia River Highway

The Railroad is experiencing trouble on the Shell Rock Mountain embankment over about a half-mile reach, east of Railroad M.P. 51, of which you were advised by telephone.

This trouble became critical last Sunday, when it was found several places had sloughed away leaving dangerous, vertical faces, as much as 10 feet high, close to the track.

Repairs were immediately started with rock from our Chatfield Pit. It is expected the cost of restoring the embankment at the several places will be billed the Highway Department, under Section 6(b) of the construction and easement agreement dated November 21, 1951, between the State and the Railroads.

Yours very truly,

E. F. Kidder,
Division Engineer

[illegible]
FORREST COO

REFERRED TO

By Ass't. Construction Engineer

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[illegible]

File

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

February 2, 1955
Salem Office

SUBJECT: Re: Attached release
agreement of August 1953
Agenda Item 5E

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Agenda Item 5-E of the Commission's August 15, 1953 meeting was as follows:

> "Consider compromise settlement on a fifty-fifty basis ($5,500 each) between Pacific Telephone and Telegraph Company and the State, relative to relocation of a section of the Company's transcontinental toll cable through a slide area on the upper Columbia River Highway between Gorton Creek and Warren Creek."

This item was approved. The actual agreement, however, was not that the State would pay any fixed amount, but rather that it would pay 50% of the total cost if such cost were less than $11,000; if the cost exceeded $11,000, the State would pay only $5,500. The 18 months delay was due to the fact that the cost had not been ascertained.

We recently received itemized bills from the Telephone Company showing $10,900.85 as the total cost of the relocation. Attached herewith are these itemized bills and also 8 copies of a Release for $5,450.43 - one-half of the cost.

Mr. Frank Towle has authenticated the charges set for the main items, i.e., the cable itself. If the other charges meet with your approval, it is suggested that copies of the Release be forwarded to the Telephone Company, along with a voucher, for signing.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By (sgd) John C. McLean

JOHN C. McLEAN

JCM:mab
Attach:

[illegible]

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FOR FILING

PIT-111(1.)
[illegible]

[illegible]4

July 19, 1954

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

I attach hereto a copy of a letter from Resident Engineer Carl A. Peterson giving the engineering costs for the Union Pacific railroad revisions on the Gorton Creek-Warren Creek and Warren Creek-Viento Sections.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

Enclosure

cc Mr. H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT

Bonks, Oregon
July 14, [illegible]

U.P.R.R. File D-315-2-[illegible]
File D-315-2-39

Mr. H.G. Smith
Construction Engineer
Ore. State Hwy. Dept.
Salem, Ore.

Dear Sir:

As per your request, the engineering charges on construction of the Union Pacific Railroad Relocation, on the Gorton Creek - Warren Creek Section and the Warren Creek - Viento Section has been prorated as follows:

—— Gorton Creek - Warren Creek Section ——

R.R. Sta 577+14.28 M.P. 50.36 to R.R. Sta 677+74.34 M.P. [illegible]

Construction Cost ————————	$ 604,384.5[illegible]
Engineering Cost [illegible]% ————	20,669.[illegible]
Total	$ 625,054.5[illegible]

—— Warren Creek - Viento Section ——

R.R. Sta 72[illegible]+8[illegible].38 M.P. 53.28 to R.R. Sta 795+43.46 M.P. 54.45

Construction Cost ————————	$ 324,042.3[illegible]
Engineering Cost 4.3% ————	13,933.8[illegible]
Total	$ 337,976.[illegible]

Very truly yours,

Resident Engineer

cc to A.J. Skelton
Division Engr.

ASSIGNMENT

ate: July 9, 1954 No. 5204 By Wcw

Description: Letter of June 29 by E. F. Kidder of the UPRR Company asking for engineering on Gorton Creek-Warren Creek and Warren Creek-Viento Section of the Columbia River Highway

Acknowledged by ____ Referred to Smith ✓

☐ Investigate and report with recommendation
☐ Such action as necessary and report
☐ Comment or recommendation
☒ Return with rough draft of reply
☐ Prepare reply for signature of Mr. ________
☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 7-19-54 Report Received ________

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY
Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

June 29, 1954

D 315-2-37

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock, State Highway Engineer,
Oregon State Highway Department,
Salem, Oregon.

Attention: Mr. W. W. Stiffler,
Associate State Highway Engineer

Dear Sir: Re: Gorton Creek-Warren Creek and Warren Creek
Viento Section of Columbia River Highway

Your letter, December 23, 1953, transmitted quantities involved in the railroad line changes on the captioned project; however it is noted that no Engineering was shown. Will you kindly advise the amount of engineering charged to this phase of the work?

Yours very truly,

E F Kidder
E. F. Kidder
Division Engineer

PLEASE RETURN TO
W. C. WILLIAMS

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FOR FILING

February 11, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of revised final voucher for the Cannon Beach-Arcadia Section, Project No. EF-180 (25) in the corrected amount of $107,178.00, instead of $107,590.00 as submitted with our letter of October 7, 1953.

We are likewise submitting four copies of final voucher for the Gorton Creek-Warren Creek Section, Project No. EFI-174 (12) in the amount of $907,961.00.

In accordance with GAM 339 these vouchers are first submission finals for your audit of our records for each of the projects and not for the purpose of requesting payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWH:tp

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FOR FILING

December 31, 1953

Mr. J. F. Quirk
District Plant Engineer
The Pacific Telephone and Telegraph Co.
Portland, Oregon

Dear Sir:

I write this as a supplement to my letter to you of December 22 regarding moving telephone cables between Stations 544 and 556 on the Gorton Creek-Warren Creek Section of the Columbia River Highway.

You are authorized to do this work at State expense, which has been estimated to cost $1,400, the State to be given credit for any salvageable materials.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

FC:js fp

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JAN 5 - 1954
FOR FILING

(CONTRACT NO.) [illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 29, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
3602	21-final	GIBBONS & REED CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25288	R-83423	$ 42,407.92	12/28/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Aug. 31, 1953

Date Accepted: Dec. 10, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

12-31-53 gl

RECEIVED
FOR FILING
EFI-[illegible]
3602

December 23, 1953

C
O
P
Y

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In accordance with your recent request (your File D 315-2-37, D 315-2-39, D 315-2-41), I am attaching tabulations showing a breakdown of the quantities and prices involved in the Union Pacific line changes from Gorton Creek to Warren Creek and Warren Creek to Viento for your I.C.C. records. Others which you requested are in the process of being checked and will be available in the next 10 days or two weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

HCS: me
Encl.
cc Mr. H. C. Smith

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Banks, Ore.
Dec. 18, 1953

SUBJECT: Union Pacific
File D-315-2-37
File D-315-2-39

To:

Beginning of the Railroad Revision on the Gorton Creek-Warren Creek section is at R.R. Sta 577+14.28 and M.P. 50,36. The end of the Railroad revision R.R. Sta 677+74.95 and M.P. 52.27.

The following list of Items and amounts are for the Railroad Revision on the Gorton Creek - Warren Creek Section.

Structural Exc. ------------	170.	Cu. Yds. at	$3.75 -----	$ 637.50
General Exc. Class "A"	585,581	Cu. Yds. at	0.29 -----	169,818.49
General Exc. Class "B"	237,086	Cu. Yds. at	1.29 -----	305,840.94
Short Overhaul	4,207,943	Yd. Sta's	.015 ----	63,119.14
Long Overhaul	116,242	C-Yd Stas	.40 -----	46,496.00
18" Corr. Metal pipe Ext. str.	240	Lin. Ft.	6.00 -----	1,440.00
42" " " " " "	60	Lin. Ft.	20.00 -----	1,200.00
P.A.#2 Selected rock for Riprap	12,666	Cu. Yds.	1.25 -----	15,832.50
			Total	$ 604,384.57

RECEIVED

FOR FILING

December 22, 1953

Mr. J. F. Quirk
District Plant Engineer
The Pacific Telephone and Telegraph Co.
Portland, Oregon

Dear Sir:

In reply to your letter of December 7, which was addressed to Mr. D. D. Rohrbough at our Portland office, I wish to advise that you are authorized to bill the State for the work of placing permanent poles with anchors, lashing existing cables, and clearing of right of way for the necessary moving of the telephone cables between Stations 544 and 556 on the Gorton Creek-Warren Creek Section of the Columbia River Highway.

This authorization is based upon an estimated cost not to exceed $1,400, less credit for any salvageable materials.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

FC:js fp

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

Portland, December 7, 1953

Mr. D. D. Roorbough
District Maintenance Superintendent
Oregon State Highway Commission
Post Office Box 4699
Sellwood Station
Portland 2, Oregon

Dear Sir:

Confirming your conversation with our Mr. DeYoung on December 7, 1953, relative to the permanent rearrangements of our toll cables in the vicinity of highway stations 544+00 to 556+00 of the Gorton Creek-Warren Creek section of the Columbia River Highway.

Our buried cables at this location were temporarily relocated by placing aerial cables to clear your construction activities and plans at that time called for replacing the buried cables after completion of your highway project.

Permanent restoration of our facilities are now contemplated, however, our present plans call for utilizing the temporary aerial cables originally placed rather than replacing our buried cables. This can be performed by replacing tree contacts with permanent poles, replacing guys to stumps with anchors, lashing the existing cables and clearing a suitable right-of-way at an estimated cost of $1400. However, if the buried cables were to be replaced as originally planned, the cost would be in excess of $[illegible].

If you concur with our proposed plans to utilize the existing aerial cables, will you please provide this office with authorization to bill the Oregon State Highway Commission for the total actual cost of the work involved, estimated to be $1400 less credits for salvage and depreciation allowances.

Yours very truly,

[illegible]
District Plant Engineer

JDT:gw

NOTED
FORREST COOPER

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December 17th, 1953

FINAL COST ANALYSIS

Contract #3602
Gorton Creek-Warren Creek Section
F-174(12)

Prefix 14-1016 BFI-174(12)
Columbia River Highway

Bridge, Grading and Paving
Gibbons & Reed Co., Contractor
Carl A. Peterson, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$30,000	$	$18,947.12	$30,000.00
Special Trench	10,375.32	Cu. Yd.	4.00	2.90	30,105.21	41,501.28
Structural Exc.	800.47	" "	3.75	4.10	3,281.93	3,001.76
General Exc. Loc. "A"	1,151,100.9	" "	0.29	0.318	366,909.59	333,819.26
General Exc. Loc. "B"	433,269.6	" "	1.29	1.15	497,882.22	558,917.78
Short Overhaul	8,105,143	Yd. Sta.	0.015	0.0153	124,008.69	121,577.15
Long Overhaul	223,890.7	C-Yd. Sta.	0.40	0.39	87,317.37	89,556.28
Const. & Removal of Haul Road Bridge	100%	All	$12,000	$11,847.21	11,847.21	12,000.00
Finish R/B & Slopes	3.03	Mile	$1,400	696.17	2,109.40	4,242.00
Rounding Cutbanks	6,108	Lin. Ft.	0.13	0.16	977.28	794.04
36" Conc. Culv. Pipe	60	" "	8.70	7.47	448.27	522.00
18" Corr. Metal "	735	" "	4.40	3.35	2,462.25	3,234.00
18" Corr. Metal Pipe, Extra Strength	295	" "	6.00	4.40	1,309.80	1,770.00
24" Corr. Metal Pipe	170	" "	6.50	5.18	880.60	1,105.00
42" " " "	100	" "	15.00	11.59	1,158.50	1,500.00
42" Corr. Metal Pipe, Extra Strength	60	" "	20.00	16.52	991.40	1,200.00
12" Perf. Metal Drain Pipe, Coated	1,280	" "	3.75	3.53	4,519.19	4,800.00
3/8"-0" Backfill in Drains	415	Cu. Yd.	5.50	6.50	2,697.50	2,282.50
Concrete Manholes	5	Each	350.00	450.00	2,250.00	1,750.00
Class "A" Concrete in Box Culverts	33.43	Cu. Yd.	75.00	56.22	1,879.43	2,507.25

NOTED
State Highway Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Reinforcement in Box Culverts	4,252	Lb.	$0.13	$0.105	$ 446.46	$ 552.76
Excavation for Bridge	321.38	Cu. Yd.	4.00	10.00	3,213.80	1,285.52
Class "A" Concrete in Bridge	98.92	" "	100.00	56.22	5,561.29	9,892.00
Metal Reinforcement in Bridge	20,645	Lb.	0.13	0.105	2,167.72	2,683.85
Concrete Sight Posts	73	Each	10.00	10.40	759.20	730.00
Metal Guard Rail and Concrete Posts	8,537	Lin. Ft.	3.75	3.01	25,696.37	32,013.75
Dry Rubble Masonry	40	Cu. Yd.	30.00	22.31	892.62	1,200.00
3"-0" Material in Base and Shoulders	28,701	" "	1.55	1.30	37,237.28	44,486.55
3/4"-0" Material in Base and Shoulders	9,740	" "	1.60	2.37	23,083.80	15,584.00
Sprinkling	905.7	M/Gal.	2.00	1.64	1,485.35	1,811.40
Preparation of Base, Main Highway	3.03	Mile	200.00	200.00	606.00	606.00
Preparation of Base, Detour Roads	.59	"	500.00	500.00	295.00	295.00
3/4"-0" Material in Binder Course	750	Cu. Yd.	4.00	4.39	3,292.50	3,000.00
Furnish and Place RC-3 Asphalt	93.77	Ton	45.00	46.89	4,396.87	4,219.65
Furnish and Place Aggregates	290	Cu. Yd.	5.00	5.37	1,557.30	1,450.00
Furnish and Place 150-200 Asphalt	26.07	Ton	70.00	52.69	1,373.63	1,824.90
Class "B" Asphaltic Concrete	8,963.78	"	6.50	6.22	55,774.43	58,264.57
PA #1, Install Salv. Corr. Metal Flume	58	Lin. Ft.	6.50	5.63	326.68	377.00
PA #2, Haul and Place Sel.Rock Riprap, Truck Measure	12,666	Cu. Yd.	1.25	1.06	13,485.59	15,832.50

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #3, Rock Slope Prot., Truck Measure	3,584	Cu. Yd.	$2.00	$1.91	$ 6,852.96	$ 7,168.00
PA #4, Preparation of Base for Shoulders	3.03	Mile	200.00	200.00	606.00	606.00
PA #4, Aggregate in Oiled Shoulders	825	Cu. Yd.	5.80	5.80	4,785.00	4,785.00
PA #4, 150-200 Asphalt in Shoulders	55.02	Ton	48.00	48.00	2,640.96	2,640.96
PA #4, RS-1 Emulsion in Shoulders	14.51	"	50.00	50.00	725.50	725.50
PA #5, Repair Damage to Signal Lines, Telephone Line and Aerial Fences	All	All			910.14	910.14
PA #6, Cement Adjustment, Favor of Contractor	4.05	Bbl.	5.20	5.20	21.06	21.06
Force Account					8,960.89	10,750.46
					$1,369,137.36	$1,439,796.87

FINAL COST ANALYSIS

Warren Creek-Viento Section
Contract #3603

Grading and Paving
Gibbons & Reed Co., Contractor
Carl A. Peterson, Resident Engineer

Columbia River Highway
Prefix 14-1017 BFI-174(13)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	All	$	$	$ 12,631.42	$ 20,000.00
Struct. Excavation	461.53	Cu. Yd.	3.75	4.10	1,892.35	1,730.74
General "	270,490.7	" "	1.40	1.17	316,084.48	378,686.98
Special Borrow Exc.	645,676.7	" "	0.36	0.255	164,736.70	232,443.61
Short Overhaul	2,835,737	Yd. Sta.	0.015	0.0152	43,174.82	42,536.06
Long Overhaul	20,537.3	C-Yd. Sta.	0.40	0.396	8,134.95	8,214.92
Const. & Removal of Haul Road Bridge	All	All	$12,000	$11,847.21	11,847.21	12,000.00
Finish R/B & Slopes	1.84	Mile	$1,500	696.17	1,280.95	2,760.00
Rounding Cutbanks	2,010	Lin. Ft.	0.13	0.17	335.96	261.30
12" Conc. Culv. Pipe	60	" "	2.35	1.57	94.20	141.00
18" Corr. Metal Pipe	294	" "	4.50	3.34	981.08	1,323.00
18" Corr. Metal Pipe, Extra Strength	326	" "	6.00	4.43	1,445.32	1,956.00
24" Corr. Metal Pipe	120	" "	6.50	5.19	623.07	780.00
36" Corr. Metal Pipe, Extra Strength	94	" "	14.50	14.30	1,344.41	1,363.00
48" Corr. Metal Pipe, Extra Strength	166	" "	24.00	22.47	3,730.11	3,984.00
Class "A" Concrete	242.14	Cu. Yd.	75.00	56.22	13,615.48	18,160.50
Metal Reinforcement	43,169	Lb.	0.13	0.105	4,532.90	5,611.97
Concrete Sight Posts	96	Each	10.00	10.40	998.40	960.00
Metal Guard Rail - Concrete or Metal Posts	5,070.5	Lin. Ft.	3.85	2.82	14,313.82	19,521.43
3"-0" Material in Base	24,587	Cu. Yd.	1.60	1.28	31,537.42	39,339.20
3/4"-0" Material in Base and Shoulders	4,753	" "	1.65	2.39	11,355.73	7,842.45
Sprinkling	720	M/Gal.	2.00	1.63	1,174.74	1,440.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base, Main Highway	1.84	Mile	$300.00	$300.00	$ 552.00	$ 552.00
Preparation of Base, Detour Road	.34	"	1,000.00	1,000.00	340.00	340.00
3/4"-0" Material in Binder Course	485	Cu. Yd.	5.00	5.39	2,132.50	2,425.00
Furnish & Place RC-3 Asphalt	57.12	Ton	50.00	46.90	2,678.78	2,856.00
Furnish & Place Aggregates	170	Cu. Yd.	6.00	5.37	912.70	1,020.00
Furnish & Place 150-200 Asphalt	16.92	Ton	70.00	52.69	891.51	1,184.40
Class "B" Asphaltic Concrete	5,339.8	"	7.25	6.22	33,304.04	38,713.55
PA #1, Preparation of Base on Shoulders	1.84	Mile	200.00	200.00	368.00	368.00
PA #1, Aggregate for Oil Shoulders	580	Cu. Yd.	5.80	5.80	3,364.00	3,364.00
PA #1, 150-200 Asphalt in Shoulders	31.23	Ton	48.00	48.00	1,499.04	1,499.04
PA #1, RS-1 Emuls. Asphalt	9.21	"	50.00	50.00	460.50	460.50
PA #2, Purchase Excess ¼"-#10 Material in Stockpile	133	Cu. Yd.	2.35	2.35	312.55	312.55
PA #3, Repair Damage to Signal Lines, Telephone Line and Aerial Fences	All	All	1,173.65	1,173.65	1,173.65	1,173.65
PA #4, Cement Adjustment, Favor of State	21.87	Bbl.	5.20			- 113.72
Force Account					589.33	693.33
					$694,263.16	$855,904.46

Contract	Gross Revenue	Total Cost	Profit						
3602	$1,439,796.87	$1,369,137.36	$ 70,659.51	Net	Profit	Equals	4.9%	of	Gross Revenue
3603	855,904.46	694,263.16	161,641.30	"	"	"	18.8%	"	"
	$2,295,701.33	$2,063,400.52	$232,300.81	Net	Profit	Equals	10.1%	of	Gross Revenue

Gibbons & Reed Co.
Contracts 3602 & 3603

Detail of Cost

Labor:

Supervision and Labor	$623,522.50	
Labor Insurance	40,528.96	
		$ 664,051.46

Materials:	Quantity	Unit	Unit Price		
12" Concrete Pipe	60	Lin. Ft.	$1.07	$ 64.20	
36" " "	60	" "	5.41	324.60	
18" Corr. Metal Pipe	1,029	" "	2.67	2,747.43	
18" Corr. Metal Pipe Bands	51	Each	4.00	204.00	
18" Corr. Metal Pipe Extra Strength	621	Lin. Ft.	3.91	2,428.11	
18" Corr. Metal Pipe Extra Strength Bands	31	Each	4.50	139.50	
24" Corr. Metal Pipe	290	Lin. Ft.	4.08	1,183.20	
24" Corr. Metal Pipe Bands	14	Each	5.00	70.00	
36" Corr. Metal Pipe Extra Strength	94	Lin. Ft.	9.78	919.32	
36" Corr. Metal Pipe Extra Strength Bands	5	Each	9.80	49.00	
42" Corr. Metal Pipe	100	Lin. Ft.	9.51	951.00	
42" Corr. Metal Pipe Bands	5	Each	9.25	46.25	
42" Corr. Metal Pipe Extra Strength	60	Lin. Ft.	13.02	781.20	
42" Corr. Metal Pipe Extra Strength Bands	3	Each	11.45	34.35	
48" Corr. Metal Pipe Extra Strength	166	Lin. Ft.	15.10	2,506.60	
48" Corr. Metal Pipe Extra Strength Bands	9	Each	12.80	115.20	
12" Corr. Metal Pipe Perf.	1,280	Lin. Ft.	1.97	2,521.60	
12" Corr. Metal Pipe Perf. Bands	64	Each	2.45	156.80	
*Sight Posts	169	Each	5.40	912.60	
*Guard Rail	13,607.5	Lin. Ft.	1.40	19,050.50	
*Paint				469.85	
					35,675.31

Equipment Rental, Supplies & Misc.:

Equipment Rental Owned	$705,920.80
" " Hired	8,237.66
Gas, Oil and Grease	86,179.92
Explosives (18,370 Caps Each, 292,600 Lbs.)	50,758.68
Bits, Drill Steel & Hose	29,917.12
Freight & Cartage	23,298.14

Equipment Rental, Supplies & Misc. (Cont'd):

Misc. Supplies	$ 55,265.00	
R.R. Bond	2,506.73	
P.L. & P.D. Insurance	5,843.77	
Bond	17,022.13	
Protection for Traffic Signals Etc.	4,750.00	
Field Office Expense	6,023.23	
Home Office & Overhead	72,509.48	
		$1,069,132.66

Subcontracts:

Cody Logging Company Clearing and Grubbing	$ 30,700.00	
Schrader Construction Co. Box Culverts & Structures	78,645.98	
R & W Construction Co. Guard Rails & Sight Posts	22,522.54	
J. N. Conley Surfacing & Paving	162,672.57	
Pacific Asphalt Co. Oiling & Misc. Work		
		294,541.09
Total Cost		$2,063,400.52

Contracts 3603 and 3602

Remarks:

These were "Regular Federal Aid Projects" calling for the construction of a small bridge, grading and paving of 4.87 miles of main highway, construction of 0.93 mile of detour roads and 3.07 miles of railroad roadbed on the Columbia River Highway. Contract #3602 was the Gorton Creek-Warren Creek Section and Contract #3603 the Warren Creek-Viento Section.

These projects were bid October 11th, 1951, awarded December 10th, 1951; work was started January 24th, 1952, and was finished August 31st, 1953.

Clearing was subcontracted to the Cody Logging Company for the lump sum of $30,700, consisting of second growth fir, maple, alder and heavy brush. Considerable marketable timber was encountered, which became the property of Cody. D-8 tractors with clearing blades, power saws and 3/4 cu. yd. truck-mounted shovel were used in the loading of logs, piling of brush and debris. Efficient operation and good equipment resulted in a reasonable profit.

Structural excavation and laying of pipe were handled by a 3/4 cu. yd. shovel and four men. Pipe bid prices were high. The crew worked very efficiently and a good profit was realized.

Grading on the projects entailed the moving of approximately 2,738,600 cu. yds. of excavation and was the major part of the work. Grading operations were handled very well by the contractor with a minimum of labor and excellent supervision. The percentage of solid encountered was considerably less than anticipated by the contractor. A total of 292,600 pounds of powder and 18,370 caps was used at a total cost of $50,758.68, and labor was $108,199.01. Blasting was made difficult due to the presence of the railroad and highway in the immediate vicinity.

Five DW-20's with scrapers moved in excess of 900,000 cu. yds. out of the thorough cut at Station 534 - 557. The equipment was new and considering the fact two large tractors worked in tandem pushing the DW-20's to load, considerable abuse was given the equipment. The Interstate Tractor Company paid all repairs and parts on the DW-20's for the first 90 days. Due to the wrong type of tires being installed on the DW-20's, a replacement and adjustment was made by Bayley Bros. Tire Co. of Salt Lake City, authorized Firestone Rubber Co. distributor and dealer, resulting in approximately $35,000.00 saving to the contractor.

Equipment used by the contractor on grading consisted of two 2½ cu. yd. shovels, three Caterpillar patrols, four #80 scrapers, seven D-8's, two HD-19's, two TD-24's, nine 14 cu. yd. Euclid bottom dumps, five DW-20's, ten pickups, five 1½ ton trucks, five 10 cu. yd. Euclid end dumps, six light plants, four water pumps, two 2½ ton half-track trucks, one #600 Ingersoll-Rand compressor, two #300 Gardiner-Denver compressors, two #365 Gardiner-Denver compressors, one #105 Gardiner-Denver compressor, two Joy Jumbo drills truck-mounted, four 4" wagon drills, three welding machines and miscellaneous small tools and equipment.

3"-0 in base was taken from the talus deposit opposite Station 703 - 718 known as Starvation Slide and was used on the entire project. To clean the

Remarks (Cont'd):

rock a 6" and a 4" high pressure water pump were placed adjacent to Starvation Creek and three hoses were mounted on a TD-24 tractor and played on the rock cleaning the dirt from the rock, making a very good finished product for the highway roadbed. This operation was less expensive than putting it through a crusher and washing the rock.

Subcontractors on the project consisted of the Cody Logging Company on clearing and grubbing, J. N. Conley on crushing and surfacing, Roland and Williams Construction Co. on guard rail and sight posts, Schrader Construction Company on bridge, box culvert and concrete work, and the Pacific Asphaltic Co. on Class "B" asphaltic concrete and oiling of shoulders.

This project was well handled with excellent supervision, equipment was in good shape and well adapted to the job, resulting in a good profit to the contractor.

E. H. Clymer
Chief Cost Analyst

By . . Harry R. Sturgis

3602

December 15, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract No. 3602 for work performed on the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County was completed by the contractor, Gibbons & Reed Company, on August 31, 1953, and was formally accepted by the Highway Commission on December 10, 1953.

Final payment in the amount of $42,407.92 will be released to the contractor on or after December 26, 1953. The total contract amount is $1,439,796.87 of which amount $10,750.46 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc
cc: Marjory Willis
609 Wilcox Bldg.,
Portland 4, Oregon

NOTED ON CARD

12-15-53

RECEIVED
FOR FILING

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. Carl Peterson
Resident Engineer
State Highway Dept.
General Delivery
Banks, Oregon

Dear Sir:

The Final Estimate Release of the Gorton Creek-Warren Creek Section has just come to my attention and I note that in spite of the fact that this was an extremely difficult piece of construction the project was held well under expenditure authorizations which resulted in a substantial saving in excess of 8 percent.

I am not unmindful of the difficulties encountered in a project of this kind, and want to commend you for doing an excellent job under very trying conditions.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
A. G. Skelton

3602

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

DECEMBER 2, 1953

(File: D 315-2-37)
D 315-2-39
D 315-2-41

11701

Mr. R. H. Baldock, State Highway Engr.
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams, Ass't. State Hwy. Engr.

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Gorton Creek-Warren Creek and Warren Creek-Viento
Wygant Park-Hood River
Mosier - Rowena
Sections of the Columbia River Highway

In order that the Railroad may complete its accounting on the line changes as required by the I.C.C., it will be appreciated if you will furnish me unit quantities and prices of all work performed by the State on the Railroad relocations. To comply with requirements, a statement should show by stations the areas and volumes of quantities involved.

It would be appreciated if consideration can be given to furnishing this information at your early convenience.

Yours very truly,

EFKidder

E. F. Kidder,
Division Engineer

NOTED
W. C. WILLIAMS

RECEIVED
1953

No. [illegible]
By [illegible]

ASSIGNMENT

mber 4, 1953

escription: **Letter of December 2 by E. F. Kidder regarding Gorton Creek-Warren Creek and Warren Creek-Viento, Wygant Park-Hood River, and Mosier-Rowena Sections and asking that unit quantities and prices of work performed by State on RR relocations be**

Acknowledged by _____ Referred to __ **Smith** ← **furnished**

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx Return with rough draft of reply
Please prepare for ____________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed [illegible] Report received ________

Remarks:

RECEIVED
FOR FILING

Gibbons & Reed Company
Contracts 3602 & 3603

Detail of Cost
Both Jobs Combined

Labor:

Labor & Supervision	$623,015.71	
Labor Insurance	50,880.30	
		$673,896.01

Materials:

12" Conc. Pipe	60	L.F.	at	1.07	64.20	
36" " "	60	L.F.	"	5.41	324.60	
18" C.I.P.	1,029	L.F.	"	2.66	2,741.55	
18" Bands	45	Ea.	"	4.00	180.00	
18" Ex. Str. C.I.P.	621	L.F.	"	3.91	2,427.80	
18" Bands, Ex. Str.	23	Ea.	"	4.50	103.50	
24" C.I.P.	290	L.F.	"	4.08	1,182.50	
24" C.I.P. Bands	10	Ea.	"	5.00	50.00	
36" Ex. Str. C.I.P.	94	L.F.	"	9.78	919.42	
36" Bands, Ex. Str.	5	Ea.	"	9.80	49.00	
42" C.I.P.	100	L.F.	"	9.51	951.00	
42" C.I.P. Bands	4	Ea.	"	9.25	37.00	
42" Ex. Str. C.I.P.	60	L.F.	"	13.02	781.20	
42" " " Bands	2	Ea.	"	11.45	22.90	
48" Ex. Str. C.I.P.	166	L.F.	"	15.10	2,506.60	
48" " " Bands	7	Ea.	"	12.80	89.60	
Sight Posts	163	Ea.	"	5.30	863.90	
Guard Rail	13525.5	L.F.	at	1.36	18,394.68	
" End, Pieces for Guard Fence					76.00	
48" C.I.P. Force Acct.					72.76	
12" Perf. C.I.P.	1,280	L.F.	"	1.97	2,521.60	
12" " Bands	60	Ea.	"	2.45	147.00	
3/8"-0 Cr. Rock for Backfill	415	C.Y.	"	6.50	2,697.50	
						37,174.31

Equipment Rental Supplies & Misc.:

Equipment Rental Owned	703,538.64
" " Hired	2,420.00
Gas, Oil & Grease	85,445.35
Explosives	50,587.40
Bits & Drill Steel	10,326.64
Freight & Cartage	14,305.84
Misc. Supplies	55,265.00

Equipment Rental Supplies & Misc. (continued)

R. R. Bond	$ 2,506.72	
P. L. & P. D. Insurance	5,843.77	
Bond	17,022.13	
Protection for Traffic Signals, etc.	4,750.00	
Field Office Expense	2,460.00	
Home Office & Overhead	72,509.48	
		1,026,980.97

Subcontracted:

Cody Logging Company Clearing & Grubbing	30,700.00	
Shrader Construction Co. Box culverts & structures	55,398.94	
R & W Construction Co. Guard rails & sight posts	20,088.84	
J. N. Conley Surfacing & paving	144,805.37	
Pacific Asphalt Co. Oiling & Misc. work	18,058.30	
Cost Grand Total		$2,007,102.74

RECEIVED

FOR FILING

1953

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3602

September 9, 1953
Salem, Oregon

SUBJECT: UNION PACIFIC CLAIM FOR DAMAGES TO ELECTRIC FENCE

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

Mr. Enfield has requested me to advise you with respect to the legal aspects of the problem as to whether the State or the Contractor (Gibbons and Reed Company) should pay the Union Pacific Railroad Company the damages the Railroad suffered to its electric fence resulting from the Contractor's operations in connection with his contract with the State for the paving and grading project of the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County.

On November 21, 1951, the State entered into an agreement with the Union Pacific covering, among other things, the relocation of the railroad tracks and facilities which were made necessary by the State's relocation and reconstruction of the Gorton Creek-Viento Section of the Columbia River Highway in Hood River County. In this agreement the Railroad agreed to construct a main track and a passing track, including rails, ties, fences and ballast, together with signals, signal lines, connection lines, fences, structures and other facilities. However, it is quite important to note that the said agreement stipulated that the Railroad would furnish the necessary labor, material and equipment to accomplish the above said work at the expense of the State.

Mr. H. G. Smith has informed me that the particular fence involved is located within the area covered by Highway Contract No. 3602. This contract is between the State and Gibbons and Reed Company, and provides for the paving and grading of the Gorton Creek-Warren Creek Section of the Columbia River Highway. Mr. Smith also informs me that the said fence is included within the area covered by the above mentioned agreement between the State and the Railroad.

It appears from a reading of the contract between the Railroad and State, and in particular with reference to that part of the agreement above noted, that it was the intent of the parties thereto that the Railroad would remove such electrical fence and relocate the same at the State's expense. It would also appear that the contractor assumed the Railroad's obligation (and ultimately the State's obligation) with respect to its dealing with the said fence. I have been advised that the contractor's action in this respect saved the State several thousand dollars, inasmuch as the damages to the fence were much less than the cost of the removal of the same would have been had the Railroad removed the fence and then charged the State for such costs pursuant to its agreement with the State.

Therefore, based upon the foregoing reasons it is the opinion of this office that it would be quite proper for the State to assume the cost of the damage to the said fence and relieve the contractor of the same.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Thomas J Reeder
THOMAS J. REEDER
Assistant Attorney

TJR:jfw

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1953

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To:
Mr. W. C. Williams
Ass't. State Highway Engineer
State Highway Department
Office

Dear Sir:

Gibbons and Reed Company, Contractors, on the Gorton Creek-Warren Creek Section of the Columbia River Highway, Contract No. 3602 and the Warren Creek-Viento Section of the Columbia River Highway, Contract No. 3603 have earned as shown on the August 18, 1953 estimates:

Contract No. 3602	$1,437,392.36
" No. 3603	832,224.98
Total Earned	$2,269,617.34

The contractors cost was about $2,007,102.74

The profit was about $262,514.60 or 11.6% percent of amount earned.

The earnings, cost and profit are subject to some change when final reports are available, but it is apparent that the contractor will realize a fair profit on these two contracts.

Very truly yours,

E H Clymer
E. H. Clymer
Cost Analyst

EHC:of

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26th, 1953

SUBJECT: Gibbons and Reed Co. Claims

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

In accordance with our conversation of this date, I am enclosing herewith all items in our file, referring to the claims to be presented by Mr. Toolson in his conference with you on Monday August 31st. I believe that this file covers at least all items previously brought up by Mr. Toolson.

The flagging expense claim is cofered by Mr. Toolson's letter of Jan 31, 1953 to myself, C. A. Peterson's report of February 2nd, and my report to Mr. H. G. Smith of February 9th. The claim on damage to the railroad signal installation is covered by letters from Mr. Toolson dated September 26, 1952, Peterson's report of October 2, 1952, and my report to Mr. Smith on October 9, 1952; also another letter from Mr. Toolson dated February 23, 1953, Peterson's report of March 4, 1953, and my letter to H. G. Smith on February 27th and April 1st, 1953. Copy of your letter of March 3, 1953 is also attached.

Will you please return our file when you are through with it?

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl. (File)

RECEIVED
AUG 27 1953
Office of
STATE HIGHWAY ENGINEER

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1953
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[illegible]

3602

October 6, 1953

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gibbons & Reed Co. on contract No. 3602, covering Bridge, Grading and Paving on the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County. This payment, in the amount of $68,578.14 will be released to the contractor on or after October 16, 1953. The retained percentage is $43,218.22.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Yours very truly,

R. H. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FH

cc - Continental Casualty Co.
Marjory Willis,
609 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

10-6-53

Form E-1-1035-11-51

Final Report

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 18, 1953

Section Gorton Creek - Warren Creek

Kind of work Grading Paving & Bridge

Highway Columbia River

Section prefix 14-1016

Contractor Gibbons & Reed Co

Contract number 3602

Date of contract Dec. 10th, 195

Date of completion Sept 30th, 1953

Date work started Jan. 14, 1952

Estimated date of completion Aug 31st, 1953

Amount of contract $1,701,002.93

Per cent of time elapsed 97.37 %

Estimated cost of completed project, exclusive of engineering $1,701,002.93

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $47,800.00, 3 1/2 %

Date project was completed Aug 31st, 19

General information covering progress of work by party and by contractor, important development, instructions from Division Engineers, exchanges in personnel of party, etc.:

Office crew of 2 men and self completed the final records.

Transit crew completed setting the R/W Posts.

Office will be moved to Bank One about Sept 25 if ready.

NOTED

NOTED
FORREST COOPER

NOTED
R. A. MARTIN

RECEIVED
SEP 22 1953
OFFICE OF
CONSTRUCTION ENGINEER

Signed Carl Wilkinson

Address Bonneville,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	303	303		0.59	303
Miles partially completed	—	—		—	—
Miles completed	303	303		0.59	303
Total estimated quantities	[illegible]	39,596			8,962.78 Tons
Estimated quantities moved or placed to date	[illegible]	39,596			8,962.78
Average daily quantities	—	—			
Average daily quantities necessary to complete project on time	—	—			—
Number shifts per day	—	—			—
Hours per shift	—	—			—
Average force on project for week	—	—			—

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Cloudy		

State Printing 53382

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SEP [illegible] 1953
FOR FILING

1-1714

Salem, Oregon
September 14, 1953

Mr. H. G. Smith

Mr. A. V. Toolson, Project Manager for Gibbons & Reed Company, discussed with me at considerable length, on Monday, August 31, two claims Gibbons & Reed Company has on Contract No. 3602, Gorton Creek-Warren Creek Section of the Columbia River Highway. One claim, for force account in the total amount of $743.31, covers the cost of patroling, with contractor's forces, of a slide at Lindsey Creek, which the contractor contends was necessary in order to properly protect the traveling public. The second claim, in the amount of $2,083.79, is for reimbursement to the Railroad Company which the Gibbons & Reed Company is subject to for damage to rock fence and aerial fence, as well as some damage to Western Union wires. The contractor based his claim for this reimbursement on the fact that the facilities were so close to the blasting operations that it was impossible to construct the highway without considerable damage, and it was his contention that facilities so close to the roadway work should be protected by removal and reinstallation if necessary.

After considerable study it is my opinion that we should pay the force account claim in the amount of $743.31 for patroling the slide area to protect the traveling public.

It is my further belief, after consultation with the Legal Department, that we should reimburse Gibbons & Reed for the cost of damage to the rock and aerial fences, this on the basis that Gibbons & Reed Company probably has a valid contention that the facilities should have been moved and replaced. The payment of the amount of the damage claim will result in less cost to the State than would have the moving and replacement of the facilities had we ordered the Railroad Company to do so.

In order to bring this matter to a final close, please approve the force account order in the amount of $743.31. In the matter of the $2,083.79 damages which they claim, please refer this to the field for a check, with the understanding that we will pay only damage to rock or aerial fence which was so near to blasting operations that damage would be more or less evident rather than an accident. When the amount of said damage to the rock and aerial fence has been determined, please cover same by price agreement. The price agreement should contain the wording that the $________ (amount) is allowed the contractor by reason of inability to carry on his work in an orderly manner without causing said damage unless the rock and/or aerial fences had been moved.

If you do not concur in my opinions as above stated, I will be most pleased to discuss the matter in further detail with you. I attach hereto my entire file on this matter, which includes a letter from the Legal Department advising that, in its opinion, the State can validly reimburse the contractor for damages to the Railroad Company's fences.

W. C. Williams

WCW:mm

Encl.

cc Mr. A. G. Skelton

[illegible]EIVED

September 3, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 31, 1953 on Contract No. 3602, Gorton Creek-Warren Creek Section, in Hood River County, in connection with Federal Aid Project No. DFI-174(12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Cattrall

RECEIVED
FOR FILING
[illegible]
3642

August 21, 1953

The Pacific Telephone And Telegraph Co.
Portland, Oregon

Attention: R. E. Anderson; Supt. of Construction and Plant Engineering

Gentlemen:

You have been in correspondence with Mr. R. H. Baldock, State Highway Engineer, relative to the rearrangement of a section of your Portland-The Dalles buried toll cable due to slide conditions along the Columbia River Highway between Gorton Creek and Warren Creek. In your letter of June 22, 1953 to Mr. Baldock, you stated that the plan of settlement reached with your Mr. Quirk providing for division of the costs involved on a fifty-fifty basis between the State and the Company is acceptable, ~~in which~~ Mr. Baldock reported the proposed settlement to the State Highway Commission at its meeting on August 6 and advised the Commission that the State's share of the cost would amount to approximately $5,500. He recommended approval of the settlement, and the Commission approved the recommendation.

It is my understanding that this matter is to be covered by written agreement between the Company and the State. You may have previously received this information, but I have been unable to ascertain definitely whether or not that is so, hence this communication.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, June 22, 1953

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Confirming your conversation with our Mr. J. F. Quirk on June 18, 1953 relative to our rearranging a section of the Portland-The Dalles buried toll cable due to slide conditions between Gorton Creek and Warren Creek on the Columbia River Highway.

The plan of dividing the cost of our rearrangements in this section on a 50-50 basis between the Highway Department and the Telephone Company is acceptable and we are requesting authorization to proceed on this basis.

Present plans provide for the permanent restoration of our facilities this year and it is estimated that the total actual cost of our temporary and permanent work, less credits for salvage and depreciation allowance, will be $11,000.

Yours very truly

R E Anderson

R. E. Anderson
Supt. of Construction
and Plant Engineering

NOTED
[illegible]

JDY:cjh

RECEIVED
JUN 25 1953

RECEIVED
FOR FILING

[illegible]

[illegible]

Oregon State Highway Commission

Gentlemen:

We have been in a long-standing controversy with the Pacific Telephone and Telegraph Company relative to the relocation of a section of the Company's transcontinental toll cable through a slide area in the Upper Columbia River Highway between [illegible] and [illegible] Creek. This area has long been known as a slide area, but the Telephone Company's cable had not caused any trouble since its installation a good many years ago. However, when excavations were being made for the new Columbia River Highway, movement in the slide area developed, and a very slight cracking was noticed near the Telephone Company's underground cable. The Telephone Company, fearing that a slide might rupture the cable, on which the toll value per hour is very high, strung a temporary cable across the slide area until it could determine what the results would be.

In the meantime the State Highway Department has pretty well stabilized the slide area at a considerable cost, and it does not appear that further sliding will develop and the Telephone Company can restore the temporary by-pass cable to a permanent installation.

The estimated cost of the temporary work which the Telephone Company has already performed and the permanent restoration is $11,000. The Telephone Company has been insisting that the State pay this entire cost on the basis that construction work endangered its cable, which was on private property, necessitating the work it has done. Our contention was that the Department's construction activities, while perhaps somewhat aggravating the slide, were not wholly responsible. At a final conference on June 20 with Mr. [illegible], State Superintendent of the Pacific Telephone and Telegraph Company, it was agreed that a compromise settlement, based on 50 per cent of the cost to each, would be presented to the Telephone Company by Mr. [illegible], and I in turn would present this compromise settlement to you with my recommendations. The Telephone Company has now advised that it will accept the compromise, and it is my recommendation, therefore, that we go along on this settlement on a fifty-fifty basis, which will cost about $5,500 to each party.

This matter will be on the next agenda.

Very truly yours,

[illegible]
State Highway Engineer

cc Mr. H. G. Smith
Mr. C. H. Enfield
Mr. C. H. Maison
WW:me fp

RECEIVED
FOR FILING

NOTED
W. C. WILLIAMS

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 1, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This will acknowledge receipt of your letter of June 29, stating that railroad communication and signal lines were damaged on June 24 by operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek and Warren Creek-Viento Creek Sections of the relocated Columbia River Highway in Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By WWStiffler

W. W. Stiffler
Assistant State Highway Engineer

mc

cc Mr. W. C. Williams

Office of the Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

C
O
P
Y

June 29, 1953
(File: D 315-2-37)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 N. 4th South Street
Salt Lake City,Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

Gibbons & Reed Company
229 W. 3rd South Street
Salt Lake City, Utah

Gibbons & Reed Company
P.O. Box 223
Cascade Locks, Oregon

Oregon State Highway Dept.
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engr.)

Gentlemen:

Please refer to Underwriters at Lloyd's of London Certificate No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on JUNE24, 1953 at Railroad M.P. 53.6, Railroad Communication and signal lines were damaged by operation of Highway Contractor, Gibbons & Reed Company.

We expect to present claims for this damage when the amount has been determined.

Please acknowledge receipt of this letter?

Yours very truly,

/s/ J. G. Kimmell,
J. G. KIMMELL,
Superintendent

RECEIVED
FOR FILING

Office of the Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

RECEIVED
JUN 26 1953
STATE HIGHWAY ENGINEER

JUNE 24, 1953

(File D 315-2-37)

GIBBONS & REED COMPANY
P. O. Box 223
Cascade Locks, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific's Bill No. 623087 dated June 8, 1953 in the amount of $653.01 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 623087 covers certain damage by your operations at Railroad M.P. 54.2 on February 4, at M.P. 52.5 on February 6, and M.P. 54.2 on February 19, 1953. The item of March 13th covers the repair of damage sustained in the occurrence of February 19, 1953. Please favor us with payment at your early convenience.

Yours very truly,

J. G. Kimmell

J. G. Kimmell,
Superintendent

cc:
Continental Casualty Co.
1008 Loyalty Bldg.
Portland 4, Oregon
Lloyd's, London, c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California
Lloyd's, London, c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon
Oregon State Highway Department (Atten: Mr. R. H. Baldock, State Highway Engineer), Salem, Oregon

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1953

SUBJECT:

W. C. WILLIAM

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The Subcontract between Gibbons and Reed Company and the R. W. Construction Company, covering items 27 and 28 on the Gorton Creek-Warren Creek Contract No. 3602 Oregon BFI-174(12), is approved and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js
cc W. C. Williams
C. G. Polk

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FOR FILING
[illegible]

Office of Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

JUNE 18, 1953

(File D 315-2-37)

GIBBONS & REED COMPANY
P. O. Box 223
Cascade Locks, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific's Bill No. 623087 dated June 8, 1953 in amount of $653.01 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 623087 covers certain damage by your operations at Railroad M.P. 54.2 on February 4th and at M.P. 52.5 on February 6, 1953. The item of March 13th was a delayed repair of the damage incurred February 4th. Please favor us with payment at your early convenience.

Yours very truly,

J. G. Kimmell

J. G. Kimmell,
Superintendent

cc:
Continental Casualty Co.
1008 Loyalty Bldg.
Portland 4, Oreg.

Lloyd's, London, c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, Calif.

Lloyd's, London, c/o Rathbone, King & Seeley
310 S. W. Fourth Ave.
Portland 4, Oreg.

☞ Oregon State Highway Dept. (Atten: Mr. R. H. Baldock, State Hwy. Engr.) Salem, Oregon.

RECEIVED
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FORM F 30 25M 9 51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5th, 1953

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Please be advised that the subcontract between the Gibbons & Reed Company and J. N. Conley covering Items 31, 32, 33, 35, 36, 39, 40 and 41 on the Gorton Creek-Warren Creek Section of the Columbia River Highway, Contract #3602, Oregon RFI-174(12), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams ✓
C. G. Polk - 2

RECEIVED
FOR FILE

Office of Superintendent
2325 N. Larrabee Avenue
Portland 12, Oregon

APRIL 17, 1953

(File: D 315-2-37)

GIBBONS & REED COMPANY
P. O. Box 223
Cascade Locks, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 615827 dated April 3, 1953, for $103.17, covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 615827 covers certain damage by your operations at Railroad Mile Post 51.8 on December 30, 1952. Please favor us with payment at your early convenience.

Yours very truly,

A. McAllister
A. McAllister,
Superintendent

enc.

cc: Continental Casualty Company
1008 Loyalty Building
Portland 4, Oregon

Lloyd's, London,
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, Calif.

Lloyd's, London,
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engr.
Salem, Oregon

NOTED
W. C. WILLIAMS

RECEIVED

FOR FILING

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54.2

April 10, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

We have your letter of April 6 advising that railroad track structure was damaged on February 19, 1953 at Railroad M.P. 54.2 by blasting operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek and the Warren Creek-Viento Creek Sections of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

APRIL 6, 1953

(File: D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED.

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

☞ cc: Oregon State Highway Department
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Underwriters at Lloyd's of London Certificate No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-849171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on FEBRUARY 19, 1953, at Railroad M.P. 54.2, railroad track structure was damaged by blasting operations of the Highway Contractor, Gibbons & Reed Company.

We expect to present claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter?

Yours very truly,

A. McAllister

A. McAllister, Supt.

RECEIVED
PORTLAND

Portland, Oregon
April 1st, 1953

C
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P
Y

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of February 27th I forwarded a letter dated February 23rd from Mr. A. V. Toolson, Project Manager for Gibbons and Reed. This was in reards to damages to the Union Pacific Railroad Company signal installation on both contracts 3602 and 3603, the Gorton Creek-Warren Creek, and Warren Creek-Viento Sections. In my letter I mentioned that I had asked Mr. Carl Peterson for a report on this matter, and would forward it after his report was received. I am enclosing herewith copy of Carl Peterson's report of March 4, 1953 on the above.

Yours very truly,

A. G. Skelton
Division Engineer

AGS:w
Encl.
cc: C. A. Peterson

C
O
P
Y

Bonneville, Oregon
March 4, 1953

Gorton Creek - Warren Creek
Union Pacific Railroad
Signal fence M.P. 52.5
Prefix 14-1016

Mr. A. G. Skelton
Division Engineer
Ore. State Hwy. Dept.
Portland, Ore.

Dear Sir:

On August 14, at M.P. 52.5 there were two major blasts, one at 10 A.M. and one at 2:55 P.M. Rocks tore down 100 feet of rock fence and 300 feet of aerial fence. Signal Gang #784 spent 4 hours of straight time and 4 hours overtime repairing this fence. This time, I believe, was charged to the Contractor.

On August 19, 1952 the Contractor blasted in this same area R.R.M.P. 52.5 (Hwy. Sta. 639 - 642) which broke the aerial fence, The Contractor planked the R.R. tracks prior to the blasting but broke or bent rails several times. The rock fence was completely destroyed and was not salvaged as far as I know.

Blasting was carried on intermittently in the area from Summit Creek to Lindsey Creek up to the present time. During these major blasts there was always some damage done, such as broken wires, broken or bent rail, and a few train delays.

The signal installations near the cut at Summit creek were slightly damaged in spite of protective measures.

Very truly yours,

/s/ Carl A. Peterson

Resident Engineer

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[illegible]

March 3, 1953

Gibbons & Reed Company
Box 223
Cascade Locks, Oregon

Gentlemen:

Mr. Skelton has forwarded your letter in which you deny liability for damages suffered by various parts of the Union Pacific Railroad Company's signal installation.

In our opinion both the special provisions and the general specifications on Contracts Nos. 3602 and 3603 place the entire responsibility for the protection of the signal and telegraph systems on the contractor; therefore, we are somewhat at a loss to understand your argument that these communications should have been protected prior to the start of your operations.

It is true that on some jobs the railroad company requests the detouring of its lines in our agreement with them, but, in this particular instance and in several other contracts adjacent, the Railroad Company felt this to be unnecessary and consequently the contracts provide that the work shall be done without obstructing, endangering, interfering with, hindering or delaying the maintenance or operations of the O.W.R. & N. (Union Pacific) railroad tracks and facilities and the facilities of the telegraph company.

On other jobs in this vicinity there has been little or no damage to the railroad facilities in spite of heavy shooting. The Railroad Company felt at the start of the job it could be handled in the same careful manner and did not wish to detour its lines. Therefore, the entire responsibility was placed upon the contractor and the contract so written.

If you or the Continental Casualty Company wish to present an argument as to the interpretation of the contract, I suggest it be done at the conclusion of the job in order that the entire railroad bill can be considered at one time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS: me
cc Mr. H. G. Smith
Mr. A. G. Skelton

GIBBONS & REED CO.
CONTRACTORS
259 WEST 3RD SOUTH
SALT LAKE CITY, UTAH

February 23, 1953

ADDRESS REPLY TO
Box 223
Cascade Locks, Oregon

Reference:
Contract 3602
Gorton Creek-Warren Creek
Contract 3603
Warren Creek-Viento
Columbia River Highway

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir;

We continue to receive from the Union Pacific Railroad Company notices that they intend to present claims to our insurance company for damage suffered by various parts of their signal installations.

On September 26, 1952, we wrote you detailing, in part, our belief that these damages are not our liability. We mentioned then that the property was not adequately protected. Since that date the railroad company and the telegraph company have made no effort to improve their protective measures.

Consequently, we have been obligated to continue to conduct our blasting operations on both of the contracts in close proximity to unprotected communication and signal wires and signal devices. It follows of course that these installations have suffered damage nearly every time we have blasted.

In the previous letter we stated the belief, which we still hold, that the protection of protective fences, signal and communication wires, and other signal devices should be performed by agencies other than ourselves.

We repeat here our readiness to cooperate with the railroad and telegraph companies' representatives in every reasonable way for the adequate protection of their facilities and operations during the progress of the work. And we repeat that, for damage to property not adequately protected, we do not feel that we are liable.

Very truly yours,

GIBBONS & REED CO.

A. V. Toolson

A. V. Toolson
Project Manager

NOTED
W. C. WILLIAMS

cc: Oregon State Highway Dept.
Attn: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

cc: Union Pacific Railroad Co.
Office of the Superintendent
2525 North Larabee Avenue
Portland, Oregon

cc: Continental Casualty Co.
320 East 4th South Street
Salt Lake City, Utah

NOTED
H. G. SMITH

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[illegible] FEB 1953
FOR FILING

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36 2

February 20, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This will acknowledge receipt of your letter of February 13 stating you expect to present a claim for damage by blasting operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway, said damage occurring on February 4 at Railroad M.P. 54.2 and on February 6 at Railroad M.P. 52.5.

36.03

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

UNION PACIFIC RAILROAD COMPANY
Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

FEBRUARY 13, 1953

(File No. D 315 - 2 - 37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Underwriters of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on February 4, 1953 at Railroad M.P. 54.2 the Railroad's signal and communication lines and track structure were damaged; and again on February 6th at Railroad M.P. 52.5 the Railroad's signal and communication lines were damaged. Both occurrences were caused by blasting operations of the Highway contractor, Gibbons & Reed Company.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,

A McAllister

A. McALLISTER,
Superintendent

Indexed
Alphabetically

Pac. Telephone & Telegraph Co.

FORM E-90X 29M 4-52 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1953

SUBJECT: Pacific Telephone and Telegraph Company

To: Mr. C. W. Enfield
Chief Counsel
OFFICE

Dear Mr. Enfield:

Last Saturday, February 7th, I went up the Columbia Gorge to the site of the claim filed by the Pacific Telephone and Telegraph Company between Warren Creek and Gorten Creek on the Columbia Highway. The purpose for my trip was to take a series of pictures of the trench from which the telephone company removed their cable.

I had planned to meet our Resident Engineer, Mr. Carl Peterson, at Cascade Locks in order that he might go over this with me, but in anticipation of the fact that Mr. Peterson might find it inconvenient to keep the appointment with me, I took with me a witness to the taking of these pictures should it become necessary in introducing these in evidence to have someone to corroborate my story in this regard.

I took over-lapping pictures running from west to east commencing at the point at which the telephone company set their first pole and brought the underground cable out and overhead around the slide area. The horizontal distance from one end of the slide to the other is approximately 700 feet; however, due to the fact that the trench in which the cable lay is dug to conform to the contour of the ground, and since the ground is very rough, the chances are that there was probably close to 850 feet of cable in this 700 feet in the slide area.

There is a section of trench on the easternmost end of this slide area, the distance of which I did not chain, but I would estimate it to be about 250 feet from which the telephone company did not remove its cable, although this section of cable has been severed from the remainder. The telephone company's trench has remained intact and there are no signs along the line that the trench has caved in.

On my last investigation of this site on January 19, there was at that time a crack about an inch and one-half in width up hill and southerly from the telephone cable trench which ran, when measured parallel to the telephone company's line, a distance of 24 feet. This crack has now filled in, due no doubt to the heavy rains which have washed in the dirt at the top, but in no place is there any evidence of any earth movements in that area.

On Monday, September 9, I went to Portland for the purpose of looking into the characteristics of this cable and to obtain prices on the cost of purchasing the same. I talked with our Mr. Del Desart and through him met Mr. C. D. Ham, District Manager of The Okonite Company. With this as a starter I called on Mr. Ham but I learned from him, however, that his company did not make paper insulated cable and he could not give me any information in regard to the same. He went on further to say that to his best knowledge the only company which manufactured paper insulated cable was the Western Electric Company, a subsidiary of American Telephone and Telegraph Company.

Since I did not wish to take the matter up with the Western Electric Company and thereby disclose to the Pacific Telephone and Telegraph Company the nature of the data that I was trying to secure, I went to Mr. Franklin Davis, Mr. Sporseen and Mr. Tabor of the U. S. Engineers and through them secured prices on this cable. Since the Army Engineers are in the habit of securing data of this kind from the Western Electric Company through their distributor Graybar Electric Company, I had no difficulty in finding out what I wanted to in regard to the costs.

I learned from Mr. Gene Schulte of the Graybar Electric Company that the proper description of this cable is 66 pair No. 19 Gage copper, lead covered, steel armour taped, jute insulated messinger cable for direct burial. I also learned that if this cable is used for the transmittal of speech only, it may be spliced at any point at which a break occurs. However, if it is used for the transmittal of music, splices must be made only at certain required intervals, and the splices would be of a different character than otherwise required. The estimated prices which I secured are as follows:

1. Through Mr. Franklin Davis and Mr. Tabor, I obtained an estimate of fifty-five to sixty cents per lineal foot.

2. From Mr. Sporseen I learned that the regular list price would be ninety-five cents per lineal foot for No. 19 gage copper but they did not quote on sixty-six pair as that was not in common use. I was informed, however, that the principal, if not

> the only user of paper insulated cable is the Pacific Telephone and Telegraph Company, and as the Western Electric Company is the only manufacturer of the same, and is related to them, the telephone company is able to buy this cable for about forty-seven cents per lineal foot.

I was advised by Mr. Ham of The Okonite Company and Mr. Schulte of the Graybar Electric Company that it would be impractical if not virtually impossible to take the cable apart to sell the various metals contained in this cable as scrap. Nonetheless, I obtained from the Barde Steel Company, and Adler & Sons, through their Mr. Lou Adler, a price on the scrap metals contained in this underground cable. The prices which I obtained from them and which prices are based on delivery of the metals in Portland, and all of which various metals must be taken from the cable. In other words, the cable must be dismantled or taken apart by the seller of the metals. These prices are as follows: Lead 8½¢ per pound, clean copper 19½¢ per pound, armour plate $15.00 per net ton (because of the fact that the armour plate is a tape armour plate spirally applied to the cable, I am advised that it may only be used in the manufacture of tin).

I made inquiry from some engineer friends of mine in Portland as to how they would treat a situation similar to this one. Of course, without ever having seen the ground and being able to judge what their attitude might be purely from my explanation of matters as they stood at the time of this incident, their opinion might be colored by my explanation although I tried to give them the facts without my explanation being influenced by my own opinion. These men whom I consulted, use underground cable and it was their belief that the telephone company must have run some tests on this section of the cable and decided that the condition of the cable (the fact that it had been spliced at least twice at what appeared to be approximately 150 feet apart) or the fact that the tensil strength of the cable, was not sufficient to keep it intact while being pulled out of the ground at either end and placed on a reel. (While the trench in which the telephone cable lay was an almost perfectly straight line, nonetheless the cable was laid to conform with the contour of the ground and as the ground is very rough it is conceivable that there might be considerable strain on the cable to pull 700 feet or more of it over all of the humps in the terrain.) That is about the only explanation that I was able to get out of these men with whom I discussed the matter, but I am not privileged to use their names nor to refer to my conversation with them even without reference to their names.

I was unable to get any information as to the approximate life of the cable although I noticed by the telephone company's letter of December 18 that they claimed the cable was placed in the ground in 1941. Again referring to their letter of December 18, they state that "we encountered no trouble at this point until the commencement of your construction activities in 1952". I wish to call your particular attention at this point to the two splices above referred to in their cable. It is inconceivable that they would bury a piece of cable with two splices in it, therefore it is very likely that they have encountered some trouble prior to our activities in 1952. It is very likely, of course, that the cable was just as effective with the two splices as it would have been without them, but then we have the matter of why they cut their cable up in small pieces like cordwood when they took it out of the trench. I do not know personally that they did cut it up like cordwood, but I am quoting from our Resident Engineer, Mr. Carl Peterson, who stated to me that they did cut it up and that the foreman in charge of the operations said they did so because it was the only way they could get it out of there. I presume that when they said "out of there" they meant off the hillside.

I asked these engineer-friends of mine in Portland, whether if the cable was in good operating condition, why it would not have been much more economical and practical for the telephone company to have left its cable in the trench and merely spliced the ends of it to the lead carrying it to the temporary overhead line. Their reply to this question was that no doubt if it had been in good working condition, they would have done so. If they had done this, then all they would have to do was wait until they were satisfied that ground conditions had been stabilized and they could remove the temporary overhead lines and re-splice the ends of the underground cable to the section which they had temporarily by-passed. It is my opinion therefore, that the Pacific Telephone and Telegraph Company is simply trying to improve this section of their Portland-The Dalles toll line at the expense of this Department.

I am transmitting with this report 14 photographs taken by myself last Saturday together with an index map showing the location of each photograph. I am also enclosing a section of the telephone cable which I myself removed from the trench.

Very truly yours,

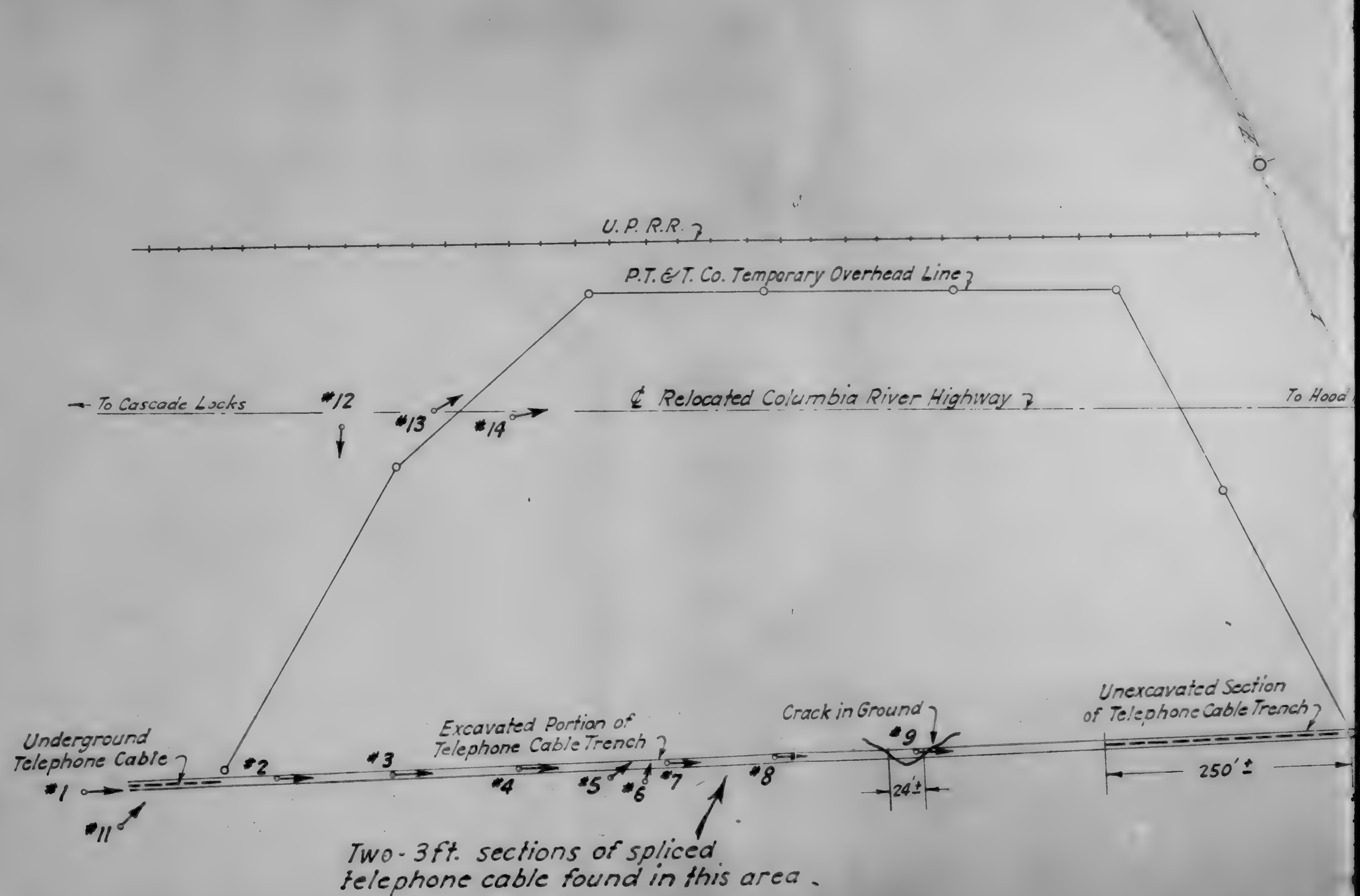
Frank I. Towle

Frank I. Towle
Engineering Investigator

FIT:ap

cc W. C. Williams ✓
H. G. Smith
A. G. Skelton

Encl. 14 photographs and index map
1 section of telephone cable


U.P.R.R.
P.T.&T. Co. Temporary Overhead Line
To Cascade Locks
#12
#13
#14
℄ Relocated Columbia River Highway
To Hood
Underground Telephone Cable
#1
#11
#2
#3
Excavated Portion of Telephone Cable Trench
#4
#5
#6
#7
#8
Crack in Ground
#9
24'±
Unexcavated Section of Telephone Cable Trench
250'±
Two - 3ft. sections of spliced telephone cable found in this area.

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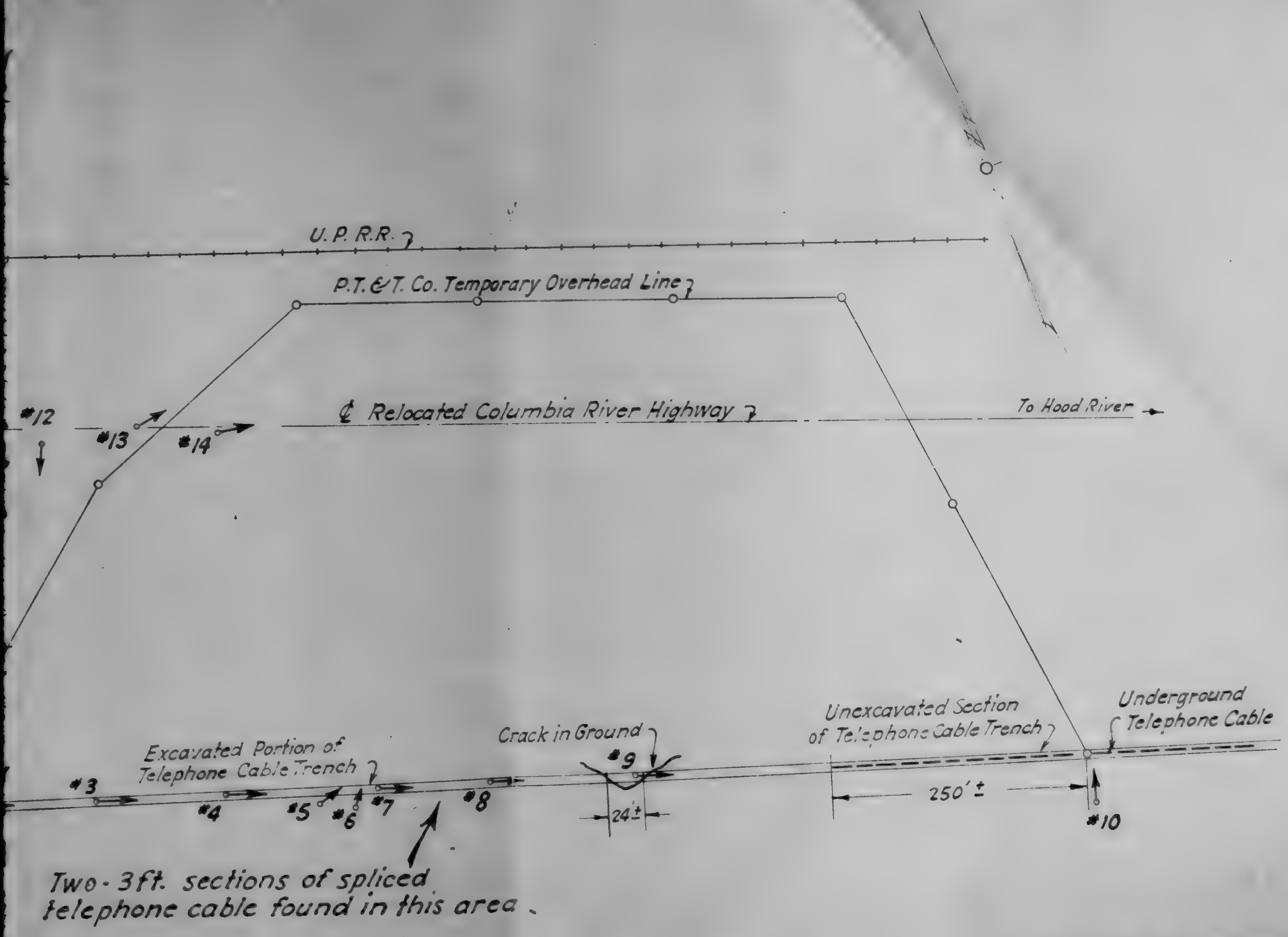

U.P.R.R.
P.T.&T. Co. Temporary Overhead Line
℄ Relocated Columbia River Highway
To Hood River
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Crack in Ground
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Underground Telephone Cable
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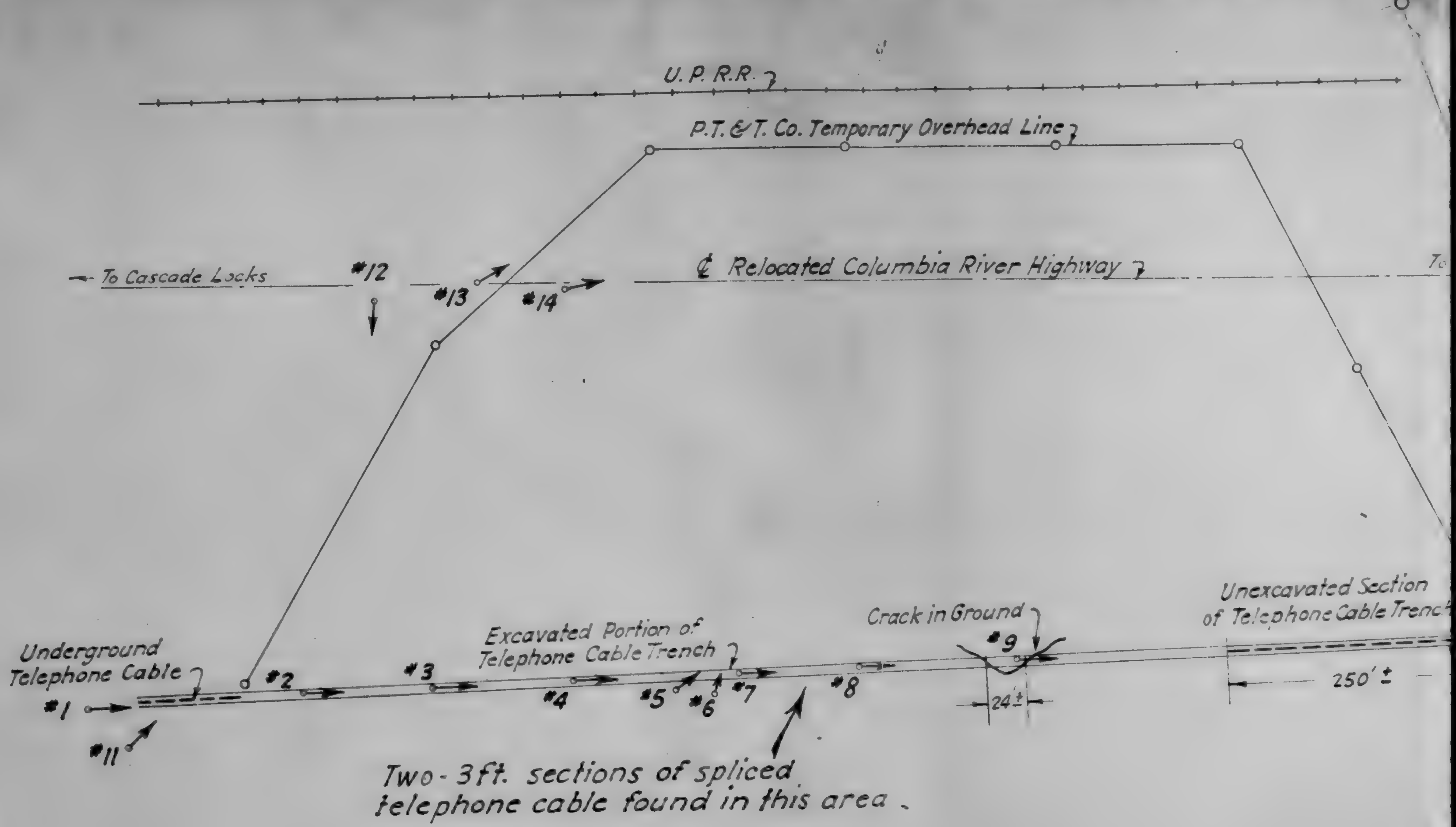
Two - 3ft. sections of spliced telephone cable found in this area.

OREGON STATE HIGHWAY DEPARTMENT

INDEX TO PHOTOS AT MORGAN SLIDE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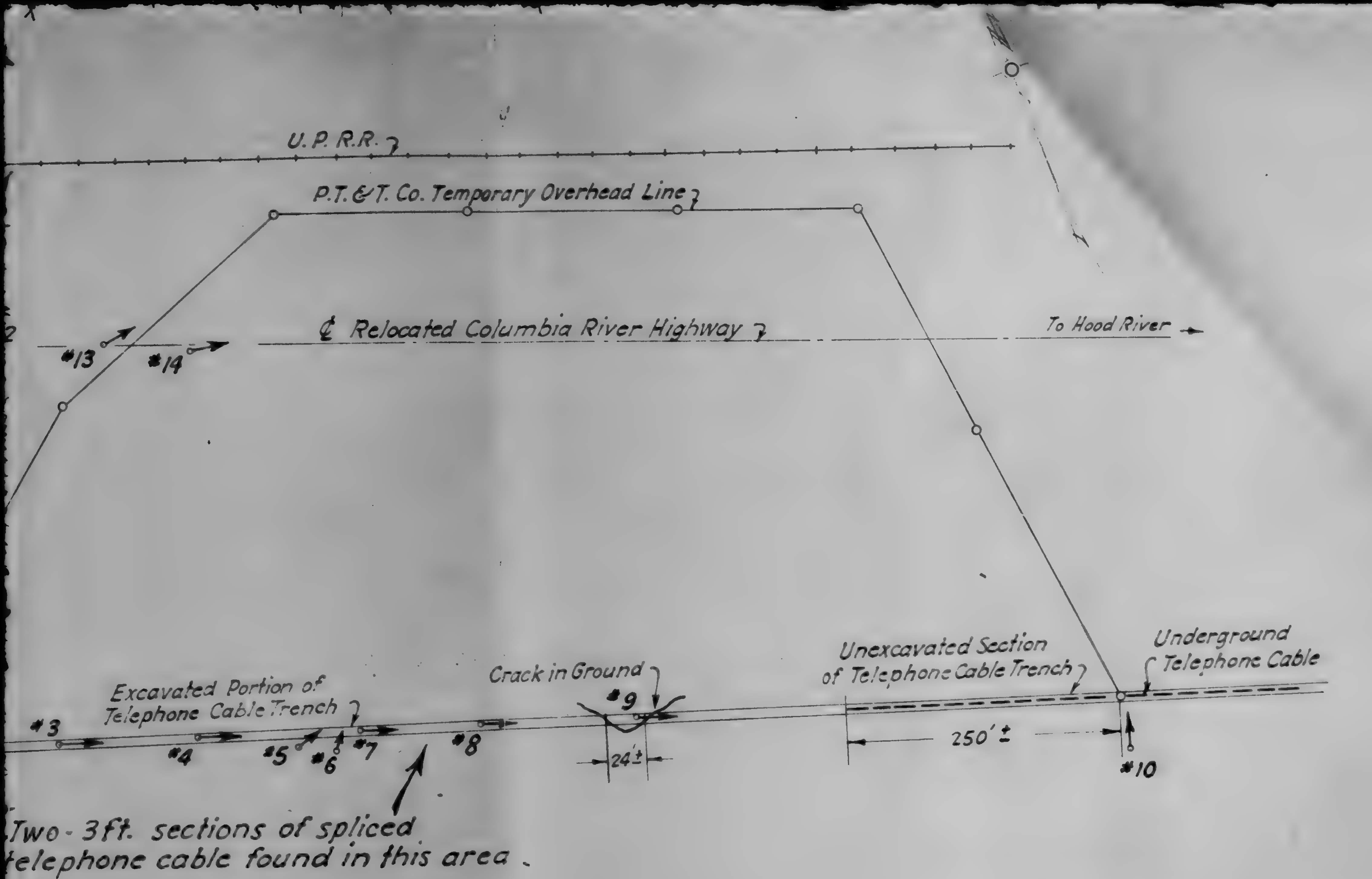
Investigations conducted
Dec. 22, Jan. 19, Feb. 7
By Frank I. Towle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Dec. 22, Jan. 19, Feb. 7
By Frank I. Towle

OREGON STATE HIGHWAY DEPARTMENT	
INDEX TO PHOTOS AT MORGAN SLIDE	
For	P.T.&T. Co. Claim
Highway	Columbia River
County	Hood River
Scale 1"=100'	Date Feb. 8, 1953

RECEIVED
FEB 1953
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February 6, 1953

Mr. L. E. Anderson
Superintendent of Construction
and Plant Engineering
Pacific Telephone and Telegraph Company
Portland, Oregon

Dear Sir:

We have made a careful examination of your claim for the expense of the relocation of your Portland-The Dalles toll cable between Gorton Creek and Warren Creek and are of the opinion that our activities were not responsible for the slide that developed.

Any competent geologist will tell you that the slopes in the Columbia River Gorge are, for the most part, unstable and from time to time these unstable masses move for reasons that are difficult to definitely define. Ofttimes the weight of the water entrapped in a slide causes a horizontal component that results in movement along the lubricated slip plane.

Both the Railroad Company and the Telephone Company are in the Gorge along with us and subject to these slides, but it appears that we are the only agency that has taken any action to hold the slopes in equilibrium. We have spent about $60,000 in this immediate area to stabilize the ground condition, which is for your benefit as well as ours. We object to your assumption that we must incur these expenses and still make you whole due to the vagaries of nature.

Our investigations disclose that your cable would not have been disturbed had you left it in its former position. We advised you of the danger of the ground moving, and you not only moved the cable at this location but you went far beyond what might be termed a reasonable distance and removed 700 feet or more of cable and, in so doing, you cut the cable in small lengths, utterly destroying its salvage value. It would have appeared more feasible to have left the cable in place and to have put a temporary line around it so that when the slide was stabilized, as it now appears to be, the original cable could have been restored to service. Therefore, we must refuse to honor your claim. However, without prejudice, we are willing to discuss the matter around the table and endeavor to find whether there is an area of satisfactory compromise, should you care to meet with us. We await your advice.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hl
cc Mr. W. C. Williams
Mr. C. W. Enfield
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. Frank Towle

FORM E-30X 15M 8-50 40301

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1953

SUBJECT: PACIFIC TELEPHONE & TELEGRAPH
CLAIM AT MORGAN SLIDE
COLUMBIA GORGE

To: Mr. G. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

In compliance with your request, I have just completed a supplementary investigation into the matter of an impending claim of the Pacific Telephone & Telegraph Company in the amount of $11,000.00. This amount represents the removal of about 700 feet of an underground cable, the cost of a temporary overhead line in this area andthe replacing of this cable after the ground has become sufficiently stabilized to permit the telephone company to go back in and relay their cable.

Quoting from their letter of August 13th, they request our authorization for them to bill us for the total actual cost of the work involved, less credits for salvage or depreciation allowance estimated to be $5,000.00 for the temporary work and $6,000.00 for the permanent work, making a total of $11,000.00. On January 15th I examined the ditch from which the Telephone Company had removed their cable in the area in question. From our best information it would seem as though the trouble started at about station 516+50 and ran into 526+00. At the time that our Resident Engineer, Mr. Carl Peterson and I were up there last week, we could see in one place only evidence of cracks on the uphill or southerly side of the telephone cable trench which may have covered a distance longitudinally along the trench of about 24 feet. Mr. Peterson assures me, however, that at the time the cable was removed, this crack was merely a sort of a hairline crack. It would seem, therefore, that while the telephone company would be hardpressed to support a claim that the cable would have broken had they not moved it, nonetheless the evidence of cracks southerly or uphill from the telephone cable certainly would be sufficient justification for them to go to the expense involved in moving their cable; and it would seem, therefore, that since these cracks undoubtedly developed as a result of our highway construction work at the toe of that hill, that we should think along the lines of what percentage of their costs in this regard we should bear.

At the time of my previous investigation of this matter, I was supplied with a set of cross sections of the highway work in this vicinity and the special trench excavation which indicated that the maximum distance southerly and at right angles to our center line which showed earth movements was 184 feet, whereas the Telephone Company stated that their cable lay between 300 and [illegible] feet from our center line. While these facts are true, nonetheless had I gone up and examined the trench with our resident engineer, I might have observed that there were cracks beyond the telephone cable. I regret that I did not examine the trench from which the telephone cable was removed and the ground uphill from the same in my earlier investigation where I seem to have conveyed the wrong impression in this regard. Mr. Peterson is of the opinion that the installation of the pipe which we layed on the uphill side of our new highway has served to stabilize that entire area and although the cracks, as they were observed by Mr. Peterson and I on Thursday of last week, are much larger than they were when Mr. Peterson made the examination of the ground prior to the removal of the telephone cable, nonetheless the fact that there had been no further slide is every indication that the ground has probably been made stable enough so that it will hold.

It does seem to me, however, that we should be given some credit in the claims of the Telephone Company against us for the considerable amount of money which we spent in stabilizing this area. It would seem to me that if the Telephone Company [illegible] their claim against us, that we should be prepared to assume partial liability in this regard, but I believe that we should particularly call their attention to the considerable amount of money which we spent stabilizing that area, which, of course, will benefit the Telephone Company as well as ourselves.

While Mr. Peterson and I were examining this telephone cable trench, we came across a three-foot section of the cable which they had removed and which piece was left lying in the trench. I have had this cable sawed at one of the machine shops in Portland and just as a matter of curiousity kept a section of this cable which I have turned over to Mr. W. C. Williams.

Very truly yours,

[illegible]
Engineering Investigator

FIT:bh

cc: Mr. W. C. Williams ✓
Mr. H. G. Smith
Mr. A. G. Skelton

FORM E-90X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 24, 1952
Salem, Oregon

SUBJECT: Pacific Telephone & Telegraph
Claim at Morgan Slide
Columbia Gorge

To: Mr. C. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

Under date of August 13, 1952, Mr. H. N. Anderson of the Pacific Telephone and Telegraph Company addressed a letter to Mr. R. H. Baldock, State Highway Engineer, stating that they felt that they should be reimbursed in the amount of $11,000.00, which expense was incurred by them in the relocating of a section of the Portland-The Dalles toll cable which on that date was located on private right of way approximately 300 feet to 400 feet south and parallel to the highway center line between Stations 518+00 and 525+00. Under date of October 28, 1952, Mr. Baldock replied to Mr. Anderson's letter by stating that the Highway Department's feeling in this regard was that the slide would eventually have occurred regardless of our operations, and we therefore did not feel as though we would be liable for expense incurred by the Telephone Company in relocating this cable in this section.

On Monday and Tuesday of this week I spent considerable time at the office of the Resident Engineer at Bonneville, and also discussed this matter with Mr. Skelton and Mr. Young in the Portland division office. On or about July 29, Mr. Carl Peterson, Resident Engineer, and Mr. Frank Young, Assistant Division Engineer, called the Telephone Company's attention to the fact that a slide was developing between the stations hereinabove referred to. Neither of these men suggested what steps the Telephone Company might wish to take to protect their cable in the event of a slide, but merely called their attention to the fact that the hillside in this area was becoming more unstable. Upon being advised of the condition the Telephone Company immediately dispatched their crews and equipment to the site and relocated their line between these stations because they felt an interruption of the slide on this toll cable would be a very serious matter and they could not afford to take any chances. It is my understanding from the parties with whom I discussed this matter that the telephone cable was not severed, nor was any damage done to the cable, and the expense incurred by the Telephone Company was simply a protective matter which they chose to take. It is very doubtful that the Telephone Company can prove that the cable would have severed had they not relocated it. Mr. Young informed me that the Department has spent approximately $50,000.00 to $60,000.00 in this immediate area to stablize the ground condition, and while, of course, money was spent in the interest of protecting our own roadbed, both the Telephone Company and the Railroad Company will share with us in the benefits which will be derived from this expenditure.

Gibbons & Reed, Contractors for the State Highway Department on the project in this vicinity, were required to dig a ditch on the hillside or southerly side of our new highway and lay perforated concrete pipe for the purpose of carrying off the water which came down the hill towards the highway. There was estimated to be 10,375 cubic yards of what was classified as special trench excavation, for which the contractor was paid $4.00 per cubic yard. As the contractor excavated for the purpose of laying this pipe the material from the hillside kept sliding into this trench and it became very difficult for him to keep the trench cleared out sufficiently enough to enable him to lay the pipe on the grade called for by the plans. The entire hillside became more or less unstable and approximately 11,545 cubic yards of material moved from the hillside into the trench and had to be removed by Gibbons & Reed for this extra excavation. They were paid at the rate of 29 cents per cubic yard, and this is referred to in the contract as Location A, General Excavation.

It appears that at all times the contractor was performing his work in accordance with the plans and specifications and in accordance with the instructions of the Resident Engineer. As the movement of earth southerly from the highway center line caused by the trench excavation of Gibbonr & Reed extended to a point approximately 180 feet southerly therefrom, it does not seem as though the telephone cable lying 300 feet to 400 feet southerly of the highway center line would have been disturbed. Interruption of service on this toll cable, we realize, would be very expensive to the Telephone Company and it is not difficult to understand why the Telephone Company took steps to relocate the same upon being advised by us of the apparent instability of the ground conditions on the hillside south of our highway. It does seem to me, however, that the Telephone Company can well afford to consider this expense of $11,000.00 as their contribution to the stability of the ground conditions in this area.

I have not as yet been over the Morgan Slide to see what information might be gathered from the present appearance of things, nor have I contacted the Pacific Telephone and Telegraph Company. If and when the Telephone Company renew their claim against us, I think it would be worthwile for me to contact the Telephone Company's Resident Engineer in this locality and, if convenient for him, go up to Morgan Slide accompanied by Mr. Carl Peterson our Resident Engineer and have the Telephone Company's man explain exactly what their position was in this regard and what work they did.

Yours very truly,

Frank I. Fowle

FRANK I. FOWLE
Engineering Investigator

FIF:jfw

cc: Mr. R. C. Williams
Mr. H. G. Smith
Mr. A. G. Skelton

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

Portland, December 18, 1952

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

REFERRED TO Williams By State Highway Engineer

please see me

Dear Sir:

This letter is in reply to your letter of October 28, 1952 and the meeting between your Mr. Smith and our Messrs. Quirk and DeYoung relative to our temporarily relocating a section of the Portland-The Dalles buried toll cable between Gorton Creek and Warren Creek on the Columbia River Highway due to slide conditions.

As discussed with Mr. Smith, our cables were placed between Wyeth and The Dalles in 1941 and an intensive study was made by our locating engineers relative to selecting the safest route possible for our facilities. In the particular section involved the ground had assumed its natural slope and become stabilized for a considerable period as indicated by existing ground conditions and tree crop. It was therefore, our opinion that our cables would be safe in the area involved and this is substantiated by the fact that we encountered no trouble at this point until the commencement of your construction activities in 1952.

It is our belief that your heavy cut into the hillside, at this location, removed the supporting material at the toe of the hill thus allowing the hillside to slough out onto the new roadbed and undermine our cable location. In view of this and the above facts, it is still our opinion that this company should be reimbursed for our rearrangements, as indicated in our letter of August 13, 1952.

Should any further negotiations be required we will be pleased to discuss them with you at any time.

Yours very truly,

J. E. Anderson
SUPT. OF CONSTRUCTION
AND PLANT ENGINEERING

JDY/rf

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[illegible] 1953
FOR FILING

[illegible]

[illegible]

January 13, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This is to acknowledge receipt of your letter of January 9, advising of damage to track structure at Railroad M. P. 54.2 on December 23, 1952, caused by operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek and Warren Creek-Viento Creek Sections of the relocated Columbia River Highway.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

January 9, 1953

(File D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroads' track structure at Railroad M. P. 54.2 was damaged December 23, 1952 by the operations of highway contractor, Gibbons & Reed Company.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,

A. McAllister,
Superintendent

RECEIVED
[illegible] 1953
FOR FILING

[illegible]

3602

January 12, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

Receipt is acknowledged of your letter of January 6, advising that the Railroad Company's temporary underpass Bridge 51.8 was damaged December 30, 1952 by operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

JANUARY 6, 1953

(File Ref. D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's at Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. CPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Herman Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroads' temporary underpass Bridge 51.8 was damaged December 30, 1952 by the operations of Highway Contractor, Gibbons & Reed Company.

We expect to present claims for this damage when the amount has been determined.

#2
Continental Casualty Company
and
Lloyd's, London

January 6, 1953

Please acknowledge receipt of this notice.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

RECEIVED
JAN [illegible] 1953

~~Form~~ PR 1 (Revised 1946)

175

State Oregon

Project No. FI-174(12)

Federal Aid Bond Issue

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 24th day of July, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of nine hundred eighty-nine thousand and 00/100 dollars ($ 989,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by [illegible], [illegible] Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

Issue [illegible]	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 492+50 in the SE 1/4, Section 36, T. 3 N., R. 8 E., W.M., and survey station 668+00 in the NW 1/4, Section 4, T. 2 N., R. 9 E., W.M., without exception,

, length 3.026 miles, in Hood River County, being Oregon Federal Aid / Bond Issue project No. BFI-174(12), consisting of 3.026 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **nine hundred eighty-nine thousand and 00/100** dollars ($989,000.00), which does not exceed the authorized Federal pro rata share of **one million, five hundred ninety-two thousand, five hundred twenty-nine and 00/100** dollars ($1,592,529.40), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division ~~Engineer~~,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-2

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JAN 5 - 1953

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52

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JAN
OREGON

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (12)

GORTON CREEK-WARREN CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 17, 1952

Type Code 6201
Roadway (Sta. 492+50 to 668+00)

All Required		Clearing and Grubbing		$ 30,000.00
11,000	cu. yds.	Special Trench Excavation, Unclassified	$ 4.00	44,000.00
760	cu. yds.	Structural Excavation, Unclassified	3.75	2,850.00
1,290,000	cu. yds.	General Excavation, Location "A", Unclassified	0.29	374,100.00
430,000	cu. yds.	General Excavation, Location "B", Unclassified	1.29	554,700.00
8,500,000	yd. stas.	Short Overhaul	0.015	127,500.00
227,000	8-yd. stas.	Long Overhaul	0.40	90,800.00
All Required		Construction and Removal of Haul Road Bridge		12,000.00
3.03	miles	Finishing Roadbed and Slopes	1,400.00	4,242.00
6,500	lin. ft.	Rounding Cutbanks	0.13	845.00
100	lin. ft.	12-inch Concrete Pipe	2.25	225.00
70	lin. ft.	36-inch Concrete Pipe	8.70	609.00
610	lin. ft.	18-inch Corrugated Metal Pipe	4.40	2,684.00
190	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	6.00	1,140.00
190	lin. ft.	24-inch Corrugated Metal Pipe	6.50	1,235.00
110	lin. ft.	42-inch Corrugated Metal Pipe	15.00	1,650.00
70	lin. ft.	42-inch Extra Strength Corrugated Metal Pipe	20.00	1,400.00
1,400	lin. ft.	12-inch Perforated Metal Drain Pipe, Coated	3.75	5,250.00
280	cu. yds.	3/8" - 0 Backfill Material in Drains	5.50	1,540.00
5	only	Concrete Manholes	350.00	1,750.00
30	cu. yds.	Class "A" Concrete in Box Culvert	75.00	2,250.00
5,100	lbs.	Metal Reinforcement in Box Culvert	0.13	663.00
190	cu. yds.	Excavation for Bridge	4.00	760.00
10	cu. yds.	Excavation Below Elevation Shown	10.00	100.00
112	cu. yds.	Class "A" Concrete in Bridge	100.00	11,200.00
21,500	lbs.	Metal Reinforcement in Bridge	0.13	2,795.00

84	only	Concrete Sight Posts	$ 10.00	$ 840.00
9,300	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.75	34,875.00
40	cu. yds.	Dry Rubble Masonry	30.00	1,200.00
32,600	cu. yds.	3" - 0 Material in Base	1.55	50,530.00
7,100	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.60	11,360.00
830	M-Gals.	Sprinkling	2.00	1,660.00
3.03	Miles	Preparation of Base, Main Highway	200.00	606.00
0.59	miles	Preparation of Base, Detour Roads	500.00	295.00
490	cu. yds.	3/4" - 0 Material in Binder Course	4.00	1,960.00
80	tons	Furnishing and Placing RC-3 Asphalt	45.00	3,600.00
240	cu. yds.	Furnishing and Placing Aggregates	5.00	1,200.00
20	tons	Furnishing and Placing 150-200 Asphalt	70.00	1,400.00
9,000	tons	Class "B" Asphaltic Concrete	6.50	58,500.00
40	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	2,000.00
240	cu. yds.	Aggregate in Seal Coat	6.00	1,440.00
			Subtotal	$1,447,754.00
			10% Engr. & Cont.	144,775.40
			Total	$1,592,529.40

Length of Roadway 3.026 miles
Cost per Mile $526,282.02

Federal Funds- -	$ 989,000.00
State Funds- -	603,529.40
	$1,592,529.40

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939; Chap. 491, laws 1951.
State Funds for Maint.: Chap. 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-174(12), Gorton Creek-Warren Creek Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-174(12), Gorton Creek-Warren Creek Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorise your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
Acting District Engineer

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Superseded

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

MEMO TO:

C. G. Polk
Acting (District Engineer)

September 26, 1951
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

July 24, 1951
(Date of approval)

Oregon
(State)

Federal Aid Primary Highway Program (Bond)
(Previous program)

Route No. FA 1

COUNTY Hood River

	ITEM No.	PROJECT No.	TERMINI	Class of Work	PROJECT COST Total Cost	PROJECT COST Federal Funds	PROJECT COST State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
ITEM AS NOW PROGRAMED	3	FI - 174(12)	Gorton Cr. to Warren Cr.	Survey-Plans					Gr., Dr., Br., 2-lane high type pavement
				Right-of-Way					
				Construction	1,700,000	1,050,000	650,000		
				TOTAL	1,700,000	1,050,000	650,000	3.03	
REQUESTED REVISION	3	FI - 174(12)	Gorton Cr. to Warren Cr.	Survey-Plans					Gr., Dr., 2-lane high type pavement
				Right-of-Way					
				Construction	2,061,415	1,050,000	1,011,415		
				TOTAL	2,061,415	1,050,000	1,011,415	3.03	

Program Balance of ________ funds subsequent to approval of this and previously recommended changes is $________

Program Revision Request

Date September 26, 1951

By ________
Asst. (State Highway Engineer)

Reason for change: Later and more complete data resulted in cost of project being higher than estimated.
The structure on the project is slightly less than 20 foot span and therefore classed as a minor structure.

Recommended for Approval: ________ (District Engineer) ________ (Date)

Recommended: ________ (Division Engineer) ________ (Date)

Approved: ________ (Acting Commissioner) ________ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61039-1

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Folk
~~Acting~~ (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

October 5, 1951
(Date)

The following major program change of the individual project is requested:

Oregon
(State)

Postwar Federal Aid Primary Highway Program (Bond)
(Previous program)

July 24, 1951
(Date of approval)

COUNTY Hood River

Route No. FA 1

	ITEM No.	PROJECT No.	TERMINI	PROJECT COST Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
	3	F1-174(12)	Horton Creek to Warren Creek	Survey-Plans					Gr., Dr., Br., 2-lane high-type pavement
				Right-of-Way					
				Construction	2,061,415	1,050,000	1,011,415		
ITEM AS NOW PROGRAMED				TOTAL	2,061,415	1,050,000	1,011,415	3.03	
	3	F1-174(12)	Horton Creek to Warren Creek	Survey-Plans					Gr., Dr., 2-lane high-type pavement
				Right-of-Way					
REQUESTED REVISION				Construction	2,061,415	1,280,000	781,415		
				TOTAL	2,061,415	1,280,000	781,415	3.03	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: To increase setup of Federal funds to represent more nearly the maximum permissible amount

Date October 5, 1951

By Assistant (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (12)

2602

GORTON CREEK-WARREN CREEK SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 26, 1951

Type Code 6201
Roadway (Sta. 492+50 to 668+00)

All Required		Clearing and Grubbing		$ 45,000.00
11,000	cu. yds.	Special Trench Excavation, Unclassified	$ 2.50	27,500.00
760	cu. yds.	Structural Excavation, Unclassified	4.00	3,040.00
1,290,000	cu. yds.	General Excavation, Location "A", Unclassified	.60	774,000.00
430,000	cu. yds.	General Excavation, Location "B", Unclassified	1.35	580,500.00
8,500,000	yd. stas.	Short Overhaul	.015	127,500.00
227,000	M-yd. stas.	Long Overhaul	.50	113,500.00
All Required		Construction & Removal of Haul Road Bridge		6,000.00
3.03	miles	Finishing Roadbed & Slopes	800.00	2,424.00
6,500	lin. ft.	Rounding Cutbanks	.20	1,300.00
100	lin. ft.	12" Concrete Pipe	2.50	250.00
70	lin. ft.	36" Concrete Pipe	10.00	700.00
610	lin. ft.	18" Corrugated Metal Pipe	4.50	2,745.00
190	lin. ft.	18" Extra Strength Corrugated Metal Pipe	5.00	950.00
190	lin. ft.	24" Corrugated Metal Pipe	6.50	1,235.00
110	lin. ft.	42" Corrugated Metal Pipe	15.00	1,650.00
70	lin. ft.	42" Extra Strength Corrugated Metal Pipe	17.00	1,190.00
1,400	lin. ft.	12" Perforated Metal Drain Pipe, Coated	3.00	4,200.00
280	cu. yds.	3/8" - 0 Backfill Material in Drains	5.00	1,400.00
5	only	Concrete Manholes	300.00	1,500.00
30	cu. yds.	Class "A" Concrete in Box Culvert	65.00	1,950.00
5,100	lbs.	Metal Reinforcement in Box Culvert	.14	714.00
190	cu. yds.	Excavation for Bridge	7.00	1,330.00
10	cu. yds.	Excavation below Elevations Shown	10.00	100.00
112	cu. yds.	Class "A" Concrete in Bridge	65.00	7,280.00
21,500	lbs.	Metal Reinforcement in Bridge	.14	3,010.00
34	only	Concrete Sight Posts	10.00	340.00

9,300	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	$ 2.75	$ 25,575.00
9,300	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
40	cu. yds.	Dry Rubble Masonry	30.00	1,200.00
32,600	cu. yds.	3" - 0 Material in Base	1.50	48,900.00
7,100	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.00	14,200.00
830	M-gals.	Sprinkling	3.00	2,490.00
3.03	miles	Preparation of Base, Main Highway	300.00	909.00
0.59	mile	Preparation of Base, Detour Roads	300.00	177.00
490	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,715.00
80	tons	Furnishing & Placing RC-3 Asphalt	45.00	3,600.00
240	cu. yds.	Furnishing & Placing Aggregates	4.00	960.00
20	tons	Furnishing & Placing 150-200 Asphalt	45.00	900.00
9,000	tons	Class "B" Asphaltic Concrete	6.50	58,500.00
40	tons	RS-1 Emulsified Asphalt in Seal Coat	47.00	1,880.00
240	cu. yds.	Aggregate in Seal Coat	5.00	1,200.00
		Subtotal		$1,874,014.00
		10% Engr. & Cont.		187,401.40
		Total		$2,061,415.40

Length of Roadway	3,026 miles
Cost per Mile	$681,234.43

Federal Funds- -	$1,050,000.00
State Funds- -	1,011,415.40
	$2,061,415.40

RECEIVED
DEC 29 1952
FOR FILING

F+I-191(12)

[illegible]

December 19, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

Receipt is acknowledged of your letter under date of December 16 advising that Railroad and Telegraph Company property were damaged by the operations of the highway contractor on the Gorton Creek-Warren Creek and Warren Creek-Viento Creek Sections of the Columbia River Highway, said damage occurring at Railroad M.P. 52.0, M.P. 52.5, and M.P. 52.2.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

DECEMBER 16, 1952

(File Ref. D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

RECEIVED
DEC 1 1952

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad Company and Telegraph Company property has been damaged by the operations of the Highway Contractor, as follows:

Oct. 15, 1952 - R.R. M.P. 52.0
Communication and Signal Wires broken.

Oct. 16, 1952 - R.R. M.P. 52.5
Damage to track structure.

Nov. 10, 1952 - R.R. M.P. 52.5
Damage to track structure.

Nov. 24, 1952 - R.R. M.P. 52.2
Damage to track structure.

We expect to present claims for these damages when the amounts have been determined.

Please acknowledge receipt of this notice.

Yours very truly,

A. McAllister

A. McAllister,
Superintendent

FOR FILING

3818

FORM 2552
8-50-200M

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 North Larrabee Ave.,
Portland 12, Oregon

NOVEMBER 17, 1952

(File D 315 - 2 - 37)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Re: Gorton Creek-Viento Section, Columbia River Highway

Attached in quadruplicate are Railroad Company's bills No. 550412 in the amount of $5,089.47, and No. 550414 in the amount of $7,479.60, being the third and fourth progressive bills on the above project.

Please examine these bills and, if satisfactory, place in line for payment.

Yours very truly,

A. McAllister

A. McAllister,
Superintendent

encs.

RECEIVED

OREGON STATE HIGHWAY COMMISSION

No. 3848

ovember 19, 1952 SIGNMENT.

cription: Letter of November 17 from Union Pacific Railroad mpany attaching Bills in amount of $5,089.47 and $7,479.60, third and fourth progressive bills on Gorton Creek-Viento Section of Columbia River Highway

Acknowledged by _____ Referred to Gardner ✓

xx Investigate and report with recommendation
~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________ signature

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Assignment executed _________ Report received _________

Remarks: Being processed for payment Gardner

Rec'd 11-20-52

RECEIVED

[illegible] FILING

October 28, 1952

Mr. R. E. Anderson
Superintendent of Construction
  and Plant Engineering
The Pacific Telephone and Telegraph Company
Portland, Oregon

Dear Sir:

I have been delayed in my reply to your letter of August 13 having reference to the necessity of removing your toll cable between Gorton Creek and Warren Creek on the Columbia River Highway, pending an investigation in the field.

From the facts obtained in the field report, we cannot concur in the assumption that the slide which made necessary the rearrangement of your cable facilities was caused solely by state highway operations. This is an old slide area which has caused trouble now and then for the past 20 years or more. While it had not caused serious trouble, there was the danger of a serious slide at any time.

Before constructing the new highway it was thought best to take measures to correct the slide conditions, which are being done at the entire expense of the State. Before we could complete the work of draining the slide area, a large slide occurred. We are of the firm opinion, however, that this slide would eventually have occurred, regardless of our operations.

If you care to come to Salem, we will be glad to discuss this matter with you and possibly may reach a satisfactory settlement. The result of such negotiations, however, will in no way involve a commitment until the entire matter is reviewed and considered by the State Highway Commission.

I shall be pleased to hear from you further in regard to this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc
Mr. W. C. Williams
Mr. C. W. Enfield
Mr. H. G. Smith
Mr. A. G. Skelton

WCW:me   lg

FORM E-30 87,500 4-52 58608

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24th, 1952

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

In regard to Assignment #3624, request of the Pacific Telephone and Telegraph Company that they be allowed to bill us for the replacement of the telephone cable between stations 515 and [illegible] on the Gorton Creek-Warren Creek Section of the Columbia River Highway where a slide developed during our construction operations, I am attaching letter from Mr. Skelton.

This is an area of an old slide which has been bothering the highway for the last 20 years. It had caused no very serious trouble in the past but might have caused trouble at any time. Before we could complete our construction for draining the slide and curing this condition, it did occur, and it can be said, of course, that the immediate cause of the slide was our operations preparatory to curing it. The telephone company had undoubtedly relocated their cable some 300 or 400 feet south of the highway in an endeavor to bypass any future slides, but in this they were, of course, unsuccessful.

I do not believe that the Highway Department should assume all the liability in correcting this slide and, therefore, recommend that we refuse to acknowledge that the slide was caused primarily by our construction activities, but that they took a calculated risk when they crossed anywhere in the neighborhood of the slide. Such an attitude may at least secure for us a 50-50 adjustment of the claim, as has been reached in some of the railroad cases.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:R

RECEIVED
OCT 27 1952
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 22nd, 1952

SUBJECT: Buried Toll Line
Gorton Creek-Warren Creek

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Edwin A. Pease

Dear Sir:

Under date of August 21st you wrote forwarding copy of a letter from The Pacific Telephone & Telegraph Company, regarding their buried toll line on the Gorton Creek-Warren Creek Section of the Columbia River Highway. You asked that the damage covered in the letter from Mr. Anderson of Pacific Telephone and Telegraph Company be investigated, and that I submit my recommendations on this matter.

In the construction of our roadbed section through the Morgan slide area, the roadbed was widened some distance to the south to provide space for the construction of the parallel drain to drain this area. This drain was completed in July. In the latter part of July, a slide developed from the south between about Stations 522+50 and 524+50. Several large cracks developed 100 feet or more beyond the top of the slope. This matter was brought to the attention of the Pacific Telephone and Telegraph Company, whose cable line was some 300 feet south of our center line, and is on private right of way. They were quite concerned about the probability of the loss of this extremely important toll line, and on July 29th their crews started to lift their cable out of the ground, and also to hang new cable on poles placed outside of the possible slide area. At this time, cracks were developing beyond their cable route.

As you will note, the description of what happened, which was taken from Peterson's report of October 2nd, substantiates Mr. Anderson's letter, and it would seem that we are probably liable for this damage. It is true that this is a slide area, and that considerable movement has taken place throughout the entire area in the past several years. However, the cause of this immediate slide was undoubtedly our roadbed construction.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: C. A. Peterson

RECEIVED
OCT 24 1952
OFFICE OF
CONSTRUCTION ENGINEER

ASSIGNMENT

No. 3624
By Zor

August 20, 1952

Description: Letter from Pacific Tel. and Tel. dated August 13 re reimbursement for work done on Gorton Creek-Warren Creek Section Columbia River Higway resulting from slide caused by our operations which has damaged their cable.

Acknowledged by _ _ _ _ _ Referred to _ _ _ _ _ _SMITH_ _ _ _ _

xxx Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks:

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, August 13, 1952

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In connection with your present construction activities in the Gorton Creek-Warren Creek section of the Columbia River Highway, between your stations 518+00 to 525+00, a serious land slide is developing which threatens to sever our Portland-The Dalles buried toll cable, which lies 300' to 400' south and parallel to your center line.

This Company in order to protect the service over this important route has commenced the placement of temporary cables around the slide area and will replace our permanent cables at a time when the slide area is stablized.

It is our opinion that we should be reimbursed for our rearrangements in this area as our cable is located on private right of way and the slide is a result of your construction activities.

If you concur in this matter, may we have your authorization to bill the State Highway Commission for the total actual cost of the work involved, less credits for salvage and depreciation allowance, which is estimated to be $5,000 for the temporary work and $6,000 for the permanent work, a total of $11,000.

Yours very truly,

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

R. E. ANDERSON
SUPERINTENDENT OF CONSTRUCTION
AND PLANT ENGINEERING

R E Anderson
SUPERINTENDENT OF CONSTRUCTION
AND PLANT ENGINEERING

JDY:gb

RECEIVED
FOR FILING

15

COPY

September 26, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This is to acknowledge receipt of your registered letter of September 22, advising of damages to railroad property as a result of blasting operations by Gibbons & Reed Company on August 14 and August 25 during construction work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistent State Highway Engineer

me

5

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

COPY

SEPTEMBER 22, 1952
(Refer to File D 315-2-37

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's,London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3rd South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Commission
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's London Certificate No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damages to property and injury, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad property was damaged by the operations of State Highway Contractor, Gibbons & Reed Company on August 14, 1952 at M.P. 52.5 as a result of blasting which damaged roak fence and aerial fence, a part of our signal installations; and on August 25, 1952 at M.P. 52 further damage was done to signal installations and track.

We will expect to present claims for this damage when the amount is determined.

Please acknowledge receipt of this notice?

Yours very truly,

/s/ A. McAllister,

A. McAllister,
Superintendent

5

CEIVED
SEP 30 1952
FOR FILING

3602

September 19, 1952

C
O
P
Y

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

Receipt is acknowledged of your registered letter advising of damage to your tracks as a result of blasting operations by the Gibbons & Reed Company on September 15, 1952 during construction work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Section of the Columbia River Highway in Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

1)

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

COPY

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

cc: Gibbons & Reed Company
229 W. 3rd South Street
Salt Lake City, Utah

Continental Casualty Company
320 E 4th South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

Lloyd's, London
C/O Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Oregon State Highway Comm.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-345171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property and injury, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad property was damaged and their operation interrupted by Highway Contractor, Gibbons & Reed Company.

This occurrence was the result of blasting operations by the Contractor at about 10:00 A.M., September 15, 1952 at approximately Railroad M.P. 52.8 near Lindsey, Oregon, and resulted in damage to the track and in closing the railroad to operations for about 12 hours, making it necessary to detour two passenger trains.

We expect to present claims for this damage when the amount is determined.

Please acknowledge receipt of this letter.

Yours very truly,

/s/ A. McAllister,

A. McAllister,
Superintendent

ECEIVED
JUL 7 1952
FOR FILING

Salem, Oregon
July 3, 1952

Mr. W. C. Williams
Asst. State Highway Engineer
Office

We have received in this office a fully executed copy of the agreement between the Union Pacific Railroad Company and the State Highway Commission covering the installation of a 48-inch pipe on the Gorton Creek-Warren Creek Section of the Columbia River Highway near Wyeth.

This agreement is being filed as railroad agreement No. 391.

Yours very truly

Secretary

rn

cc - Mr. G. S. Paxson

UNION PACIFIC RAILROAD COMPANY
Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

JULY 1, 1952

(File D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

NOTED
W. C. WILLIAMS

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Comm.
Atten: Mr. R. H. Baldock,
State Hwy. Engineer,
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property and injury, occurring during the construction of the Gorton-Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad and Telegraph Company property was damaged including 18 communication and signal line, on June 23, 1952, at Railroad M.P. 54.3 by the operation of Highway Contractor, Gibbons & Reed Company.

We expect to present claims for this damage when the amount is determined.

Please acknowledge receipt of this notice.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

RECEIVED
FOR FILING

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

NOTED
W. C. WILLIAMS

JUNE 23, 1952

(File D 315-2-37)

REGISTERED MAIL

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P.O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Comm.
Atten: Mr. R. H. Baldock,
State Hwy. Engineer,
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property and injury, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad Company and Telegraph Company property has been damaged and persons injured by the operations of the Highway Contractor, as follows:

April 21, 1952 - RR. MP 53.9
18 telegraph wires and 2 crossarms broken.

April 30, 1952 - RR. MP 54.3
2 rails damaged requiring replacement.

May 7, 1952 - RR. MP 54.3
6 telegraph wires broken.

May 19, 1952 - RR. MP 53.7
4 communication wires broken.

June 11, 1952 - RR. MP 54.3
31 communication and signal wires broken.

June 13, 1952 - RR. MP 52
Signal equipment damaged.

June 16, 1952 - RR. MP 53.9
Damage to Bridge No. 53.9.

June 17, 1952 - RR. MP 53.9
Railroad employe injured by Contractor's equipment.

June 19, 1952 - RR. MP 54.3
10 communication and signal wires broken.

We expect to present claims for these damages when the amounts have been determined.

Please acknowledge receipt of this notice.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

RECEIVED
[illegible]
FOR FILING
FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~
April 17, 1952

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between Gibbons and Reed Company and the Schrader Construction Company, covering Items 3, 8, and 21 through 26 inclusive, on Contract No. 3602, Gorton Creek - Warren Creek Section, Ore. BFI-174 (12), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED

FOR FILING

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1952

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between Gibbons and Reed Company and the Cody Logging Company, covering Item No. 1 on Contract No. 3602, Gorton Creek - Warren Creek Section, Ore. BFI-174 (12), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING

NOTED
H. G. SMITH

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MARCH 28, 1952

D 315 - 2 - 37

Mr. A. V. Toolson, Project Mgr.
Gibbons & Reed Co.
P. O. Box 223
Cascade Locks, Oregon

Dear Sir:

Re: GORTON CREEK-WARREN CREEK SECTION,
COLUMBIA RIVER HIGHWAY

Referring to your letter of February 18th making application for a temporary grade crossing near the east end of Wyeth:

The request was referred to my principals who, I am sorry to advise you, have declined to consider favorably your request. While it is realized that this decision will handicap your operation, hope it will not be unsurmountable.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

NOTED
W. C. WILLIAMS

cc:
Mr. W. C. Williams, *
Asst. State Highway Engr.
Oregon State Highway Commission
Salem, Oregon

* Mr. Williams, this refers to your letter of February 29th.

E.F.K.

RECEIVED
1952
FOR FILING

March 27, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad
2525 N. E. Larrabee
Portland 12, Oregon

Dear Sir:

The Highway Department is anxious to start work on the drainage ditch and tunnel at Station 516+50 on the Gorton Creek-Warren Creek Section of the Columbia River Highway. We are willing to enter into the usual type crossing agreement as soon as it is prepared and would appreciate approval for our entry onto the Union Pacific property subject to final approval of the crossing agreement.

The tunnel and drainage ditch will be of material benefit in stabilizing the Union Pacific roadbed, and we would appreciate your cooperation in assisting us in the prosecution of the work with a minimum of delay.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar lg

cc Mr. H. G. Smith
Mr. A. G. Skelton

FORM E-30X 25M 3-51 47199

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 25th, 1952

SUBJECT:

To:

Mr. W. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to Mr. W. C. Williams' letter of January 10th addressed to Mr. Kidder, Division Engineer of the Union Pacific Railroad Company, and in connection with the drainage tunnel we propose to construct underneath the present highway and the Union Pacific tracks at our Station 516+50. Mr. Williams asked for Kidder's approval of this 48" drainage tunnel, using galvanized steel liner plates. I believe there has also been additional correspondence on this drainage tunnel between the Salem office and the Union Pacific Railroad.

I recently discussed the construction of this drainage tunnel with Mr. Kidder, and asked him to check on the status of any agreement necessary, or the actual approval of the railroad for this construction. Mr. Kidder called me yesterday after checking on this matter with their Legal Department, and it appears that a crossing agreement will be required from the railroad company, and it was my understanding that this agreement was in process, but probably would not be completed for some time. Mr. Kidder suggested that we write them a letter advising that we would be willing to enter into their normal crossing agreement, and that he would attempt to get immediate approval for our entry on to Union Pacific property, subject to final approval of the crossing agreement. It appears that a letter such as this should originate from the Salem office, and if this is proper, would suggest that such a letter be written to the Union Pacific.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: W. C. Williams
C. A. Peterson

FORM 2552

RECEIVED
FOR FILING

February 29, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-41

Re: Gorton Creek-Warren Creek Section
Columbia River Highway

Dear Sir:

With reference to Gibbons & Reed Company's raising the question of a temporary grade crossing of the railroad in connection with placing railroad line change embankment opposite Highway Stations 581 and 590, I give you the following comments:

In the first instance, the stations you quote; namely, Stations 581 and 590, are railroad stations, and the highway stations where this embankment is to be made are 521+40 to 533.

As you know, we provided for the construction of an underpass for the handling of the major portion of materials that needed to be hauled across the Union Pacific tracks. It was only this small section, wherein an underpass was neither feasible nor economically justified for the small amount of material to be hauled, on which provisions for an underpass were not made. Our specifications for this particular location read as follows:

"It is anticipated that materials required for the new railroad roadbed embankment and rock slope protection between approximately highway Station 521+40 and highway Station 533 can be hauled to the embankment areas via the undercrossing structures at Station 555+50, then west on the north side of the existing railroad roadbed, during periods of low water in the Columbia River. The pay haul distances will be the actual distance materials are hauled when hauled as directed by the engineer."

The handling of materials as above specified can only be done during low water stages of the river and there would probably be a delay for several months from now in the placement of materials for the railroad embankment if the contractor were forced to comply with specifications as quoted. If permission could be obtained from the Union Pacific Railroad Company to haul across tracks at grade for the few days time required to place this amount of embankment it would considerably

FORM 2552

expedite prosecution of the contract in general. If such permission were granted to the contractor it would necessarily be on such conditions as the Railroad Company might stipulate, as to what times the hauling could be done, what flagmen, et cetera, were required, and any other matters to fully protect the Railroad Company in the matter. If such permission were granted it certainly would be on the basis of unusual circumstances and would not in any way be considered a precedent.

Briefly, the position of the Highway Department is that it would be appreciated if crossing at grade could be permitted, but if the Union Pacific Railroad Company feels that it would be inimical to its interests to grant such permission we will go ahead and haul the materials around through the underpass to be provided when waters in the river are low enough to so permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. A. G. Skelton

FORM 2552
7-49-100M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Ave.
Portland 12, Oregon

February 26, 1952

D 315-2-41

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

RE: Gorton Creek-Warren Creek Section
Columbia River Highway

The contractor on this section, Gibbons & Reed Company, have raised a question of a temporary grade crossing of the Railroad in connection with placing railroad line change embankment opposite Highway Stations 581 and 590.

In view of the past cooperation on the part of the Highway Commission in the matter of avoiding grade crossings on its construction projects, I am wondering how it was contemplated to make this embankment. There is no disposition on the part of the Railroad to be arbitrary about the matter; on the other hand, a grade crossing is not looked upon with favor.

Your view on the matter will be appreciated, particularly assurances that favorable consideration of the contractor's request will not be considered as a precedent.

Yours very truly,

A. McAllister

A. McAllister
Superintendent

RECEIVED
FOR FILING

January 30, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 21, 1952 on Contract No. 3602, Gorton Creek-Warren Creek Section, in connection with Federal Aid Project No. FI-174 (12).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

[illegible]:cw

RECEIVED
FOR FILING

January 29, 1952

Gibbons & Reed Co.
259 West 3rd South
Salt Lake City, Utah

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on December 10, 1951, as follows:

Contract No. 3602, covering bridge construction, grading and paving on the Gorton Creek-Warren Creek Section on the Columbia River Highway in Hood River County.

Contract No. 3603, for grading and paving on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County.

We are also sending an executed copy of each of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded

RECEIVED
1 1952
FOR FILING

January 23, 1952

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

As requested in your letter of January 15, I submit herewith one print indicating the cross section and one print of a map showing details for the 48" drainage tunnel to be installed, using liner plates, under the Union Pacific Railroad tracts at Railway Station 575+24, Highway Station 516+50, on the Gorton Creek-Warren Creek Section of the Columbia River Highway.

If any more information is required for preparation of the required agreement, we will be glad to furnish the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

Encl.

cc Mr. H. G. Smith

ASSIGNMENT

No. 3138

Date: January 18, 1952

By

Description: Letter of January 15 from Union Pacific Railroad Company regarding drainage tunnel under highway and UP tracks at Station 516+50—Gorton Creek-Warren Creek Section of Columbia River Highway

Acknowledged by _ _ _ _ _ Referred to _ _ _ Smith _ _ _ _ _ _ _

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply PLEASE RETURN TO
Please prepare for _ _ _ _ _ _ _ _ W. C. WILLIAMS _ signature

Assignment executed 1-23-52 Report received _ _ _ _ _ _ _ _

Remarks: Please furnish necessary data for agreement, including maps, cross sections, etc. WCW

FORM 2552
8-50-200M

UNION PACIFIC RAILROAD COMPANY
OFFICE OF THE DIVISION ENGINEER
2525 North Larrabee Avenue
Portland 12, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

January 15, 1952

RECEIVED
JAN 16 1952
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department
Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 10th in regard to drainage tunnel under the highway and U.P. tracks at your Station 516 plus 50:

The matter of installation under the tracks was discussed with Mr. Skelton and we will have no objections to the 48 inch drainage tunnel using galvanized steel liner plates.

The installation will, of course, have to be covered by our usual form of agreement.

It is our understanding that you propose doing the work with State forces rather than by contract and in order to prepare the required agreement we should have your suggested method of installation together with location and cross section maps, showing particularly the depth below base of rail of the tracks.

Very truly yours,

Kidder

E. F. Kidder
Division Engineer

PLEASE RETURN TO
W. C. WILLIAMS

January 10, 1952

Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Attention: Mr. Kidder
Division Engineer

Gentlemen:

Our plans for the Gorton Creek-Warren Creek Section of the Columbia River Highway contemplate a large drainage ditch approximately parallel to the center line, with a drainage tunnel underneath the present highway and the Union Pacific tracks at our Station 516+50.

The plans were approved subject to further study of the method of driving the drainage tunnel under your tracks, and I understand from Mr. Skelton that you have approved the construction of a 48-inch drainage tunnel using galvanized steel liner plates. Will you kindly give us official approval to this type of construction so that we can order the material.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

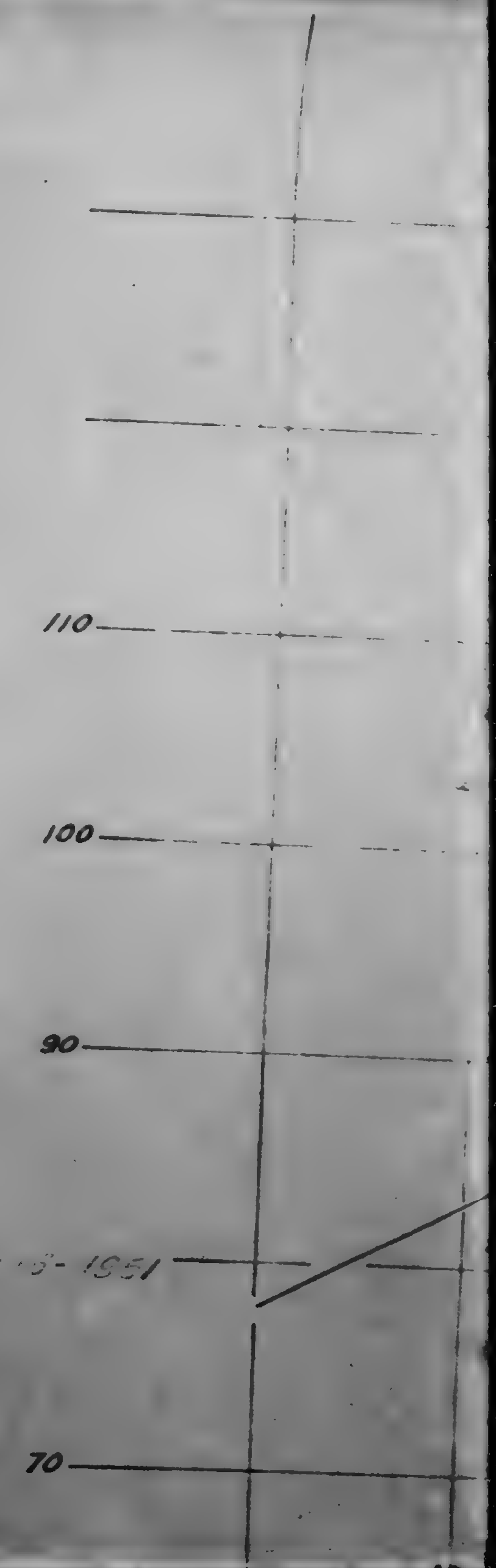
cc Mr. H. G. Smith
Mr. A. G. Skelton

OREGON STATE HIGHWAY DEPARTMENT
COLUMBIA RIVER HIGHWAY – HOOD RIVER COUNTY

PROPOSED STANDARD DRAINAGE TUNNEL
CROSS-SECTION

R.R. MILE POST 50.32 R.R. C.L. STA. 575+24
RELOCATED HWY. STA. L4-516+50

SCALE 1 IN. = 10 FT.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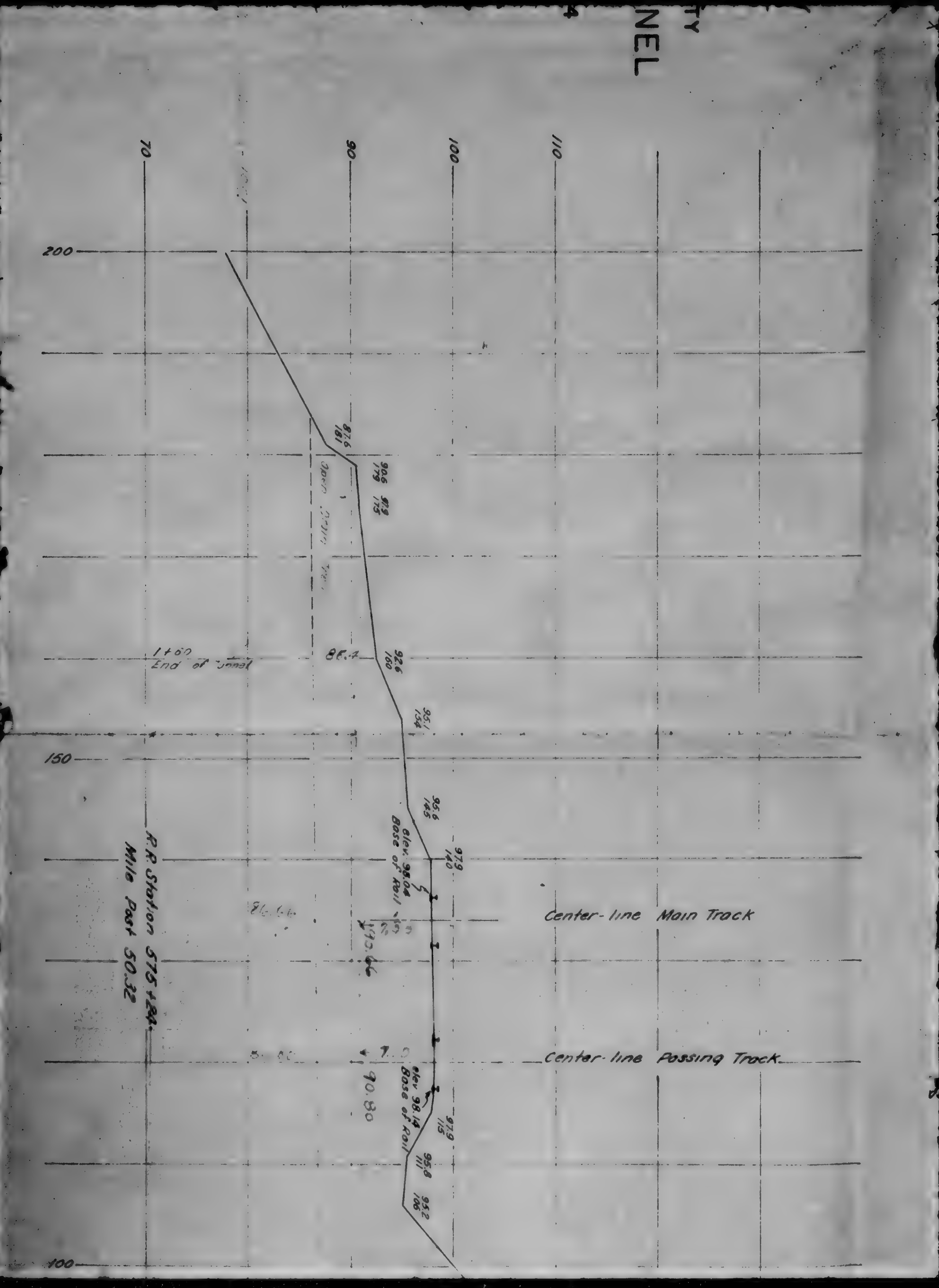
70


TY
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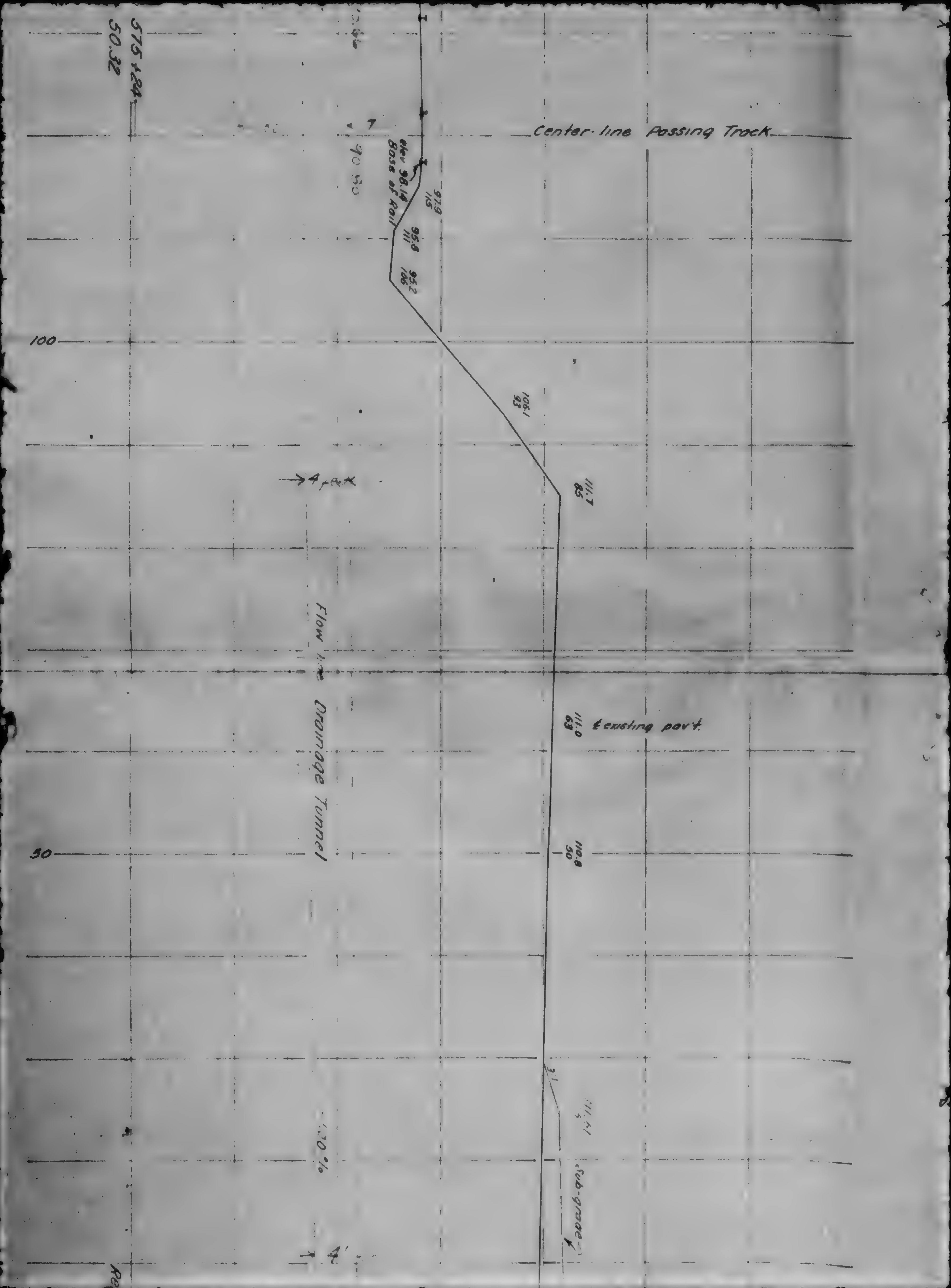
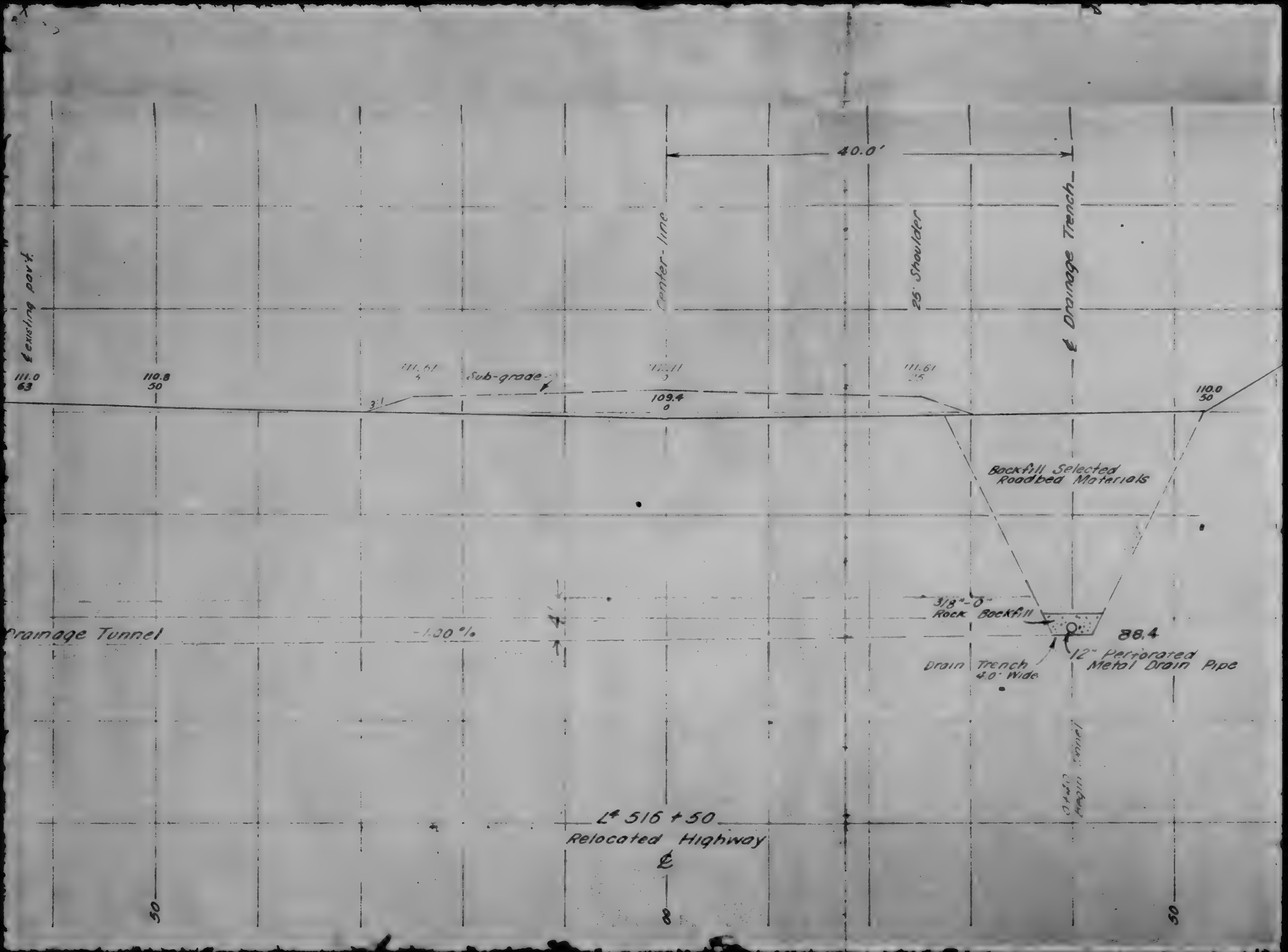
87.6
181
90.6
179
91.3
175
92.6
160
88.4
95.1
154
95.6
145
97.9
140
elev. 98.04
Base of Rail
1+60
End of Tunnel
R.R. Station 575+24
Mile Post 50.32
Center-line Main Track
Center-line Passing Track
elev 98.14
Base of Rail
90.80
97.9
115
95.8
111
95.2
106


575+24
50.32
90.90
elev 98.14 Base of Rail
97.9 115
95.8 111
95.2 106
Center-line Passing Track
100
106.1 93
→4 pck
111.7 85
Flow line Drainage Tunnel
111.0 63
℄ existing pavt.
50
110.8 50
3:1
111.61
.30%
Sub-grade
4'
Re


℄ existing pav't.
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Sub-grade
112.11
0
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111.61
25
110.0
50
3:1
Center-line
25' Shoulder
℄ Drainage Trench
40.0'
Backfill Selected
Roadbed Materials
3/8"-0"
Rock Backfill
88.4
12" Perforated
Metal Drain Pipe
Drain Trench
4.0' Wide
Drainage Tunnel
-1.00%
4'
0+00
Begin Tunnel
L⁴ 516 + 50
Relocated Highway
℄
50
00
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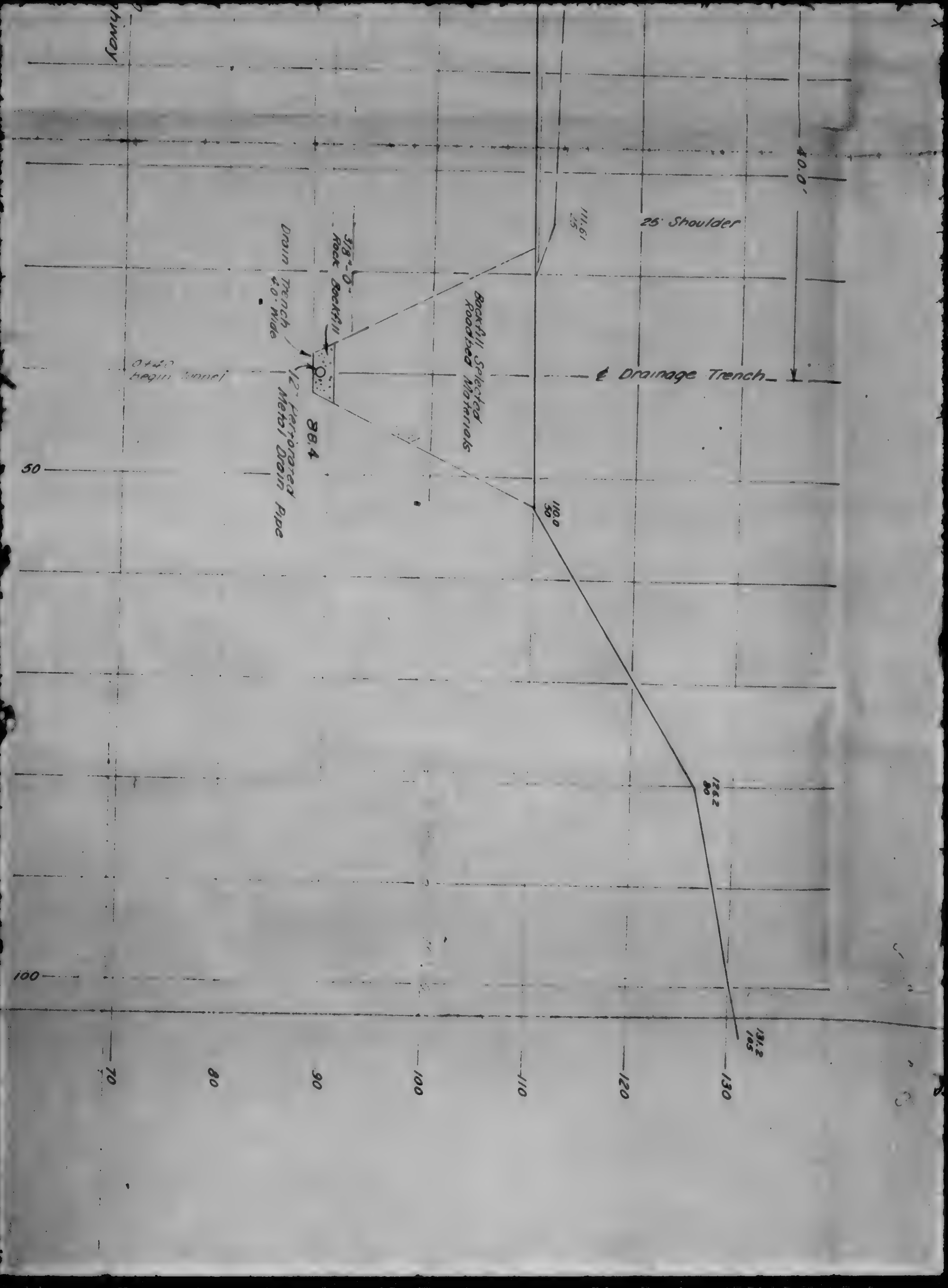
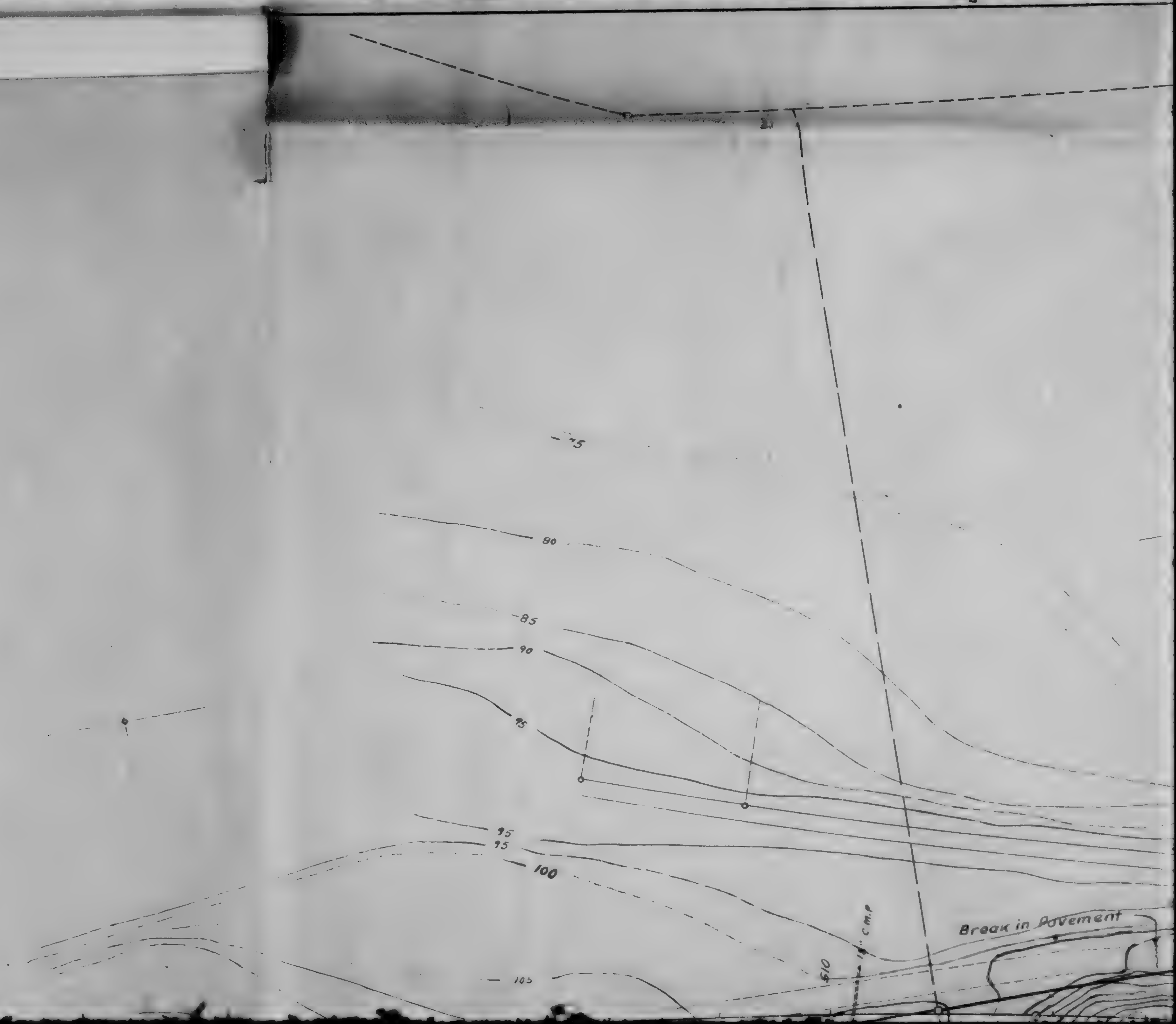

hway
40.0'
25' Shoulder
111.61
25
3/8"-0-
Rock Backfill
Drain Trench
4.0' Wide
0+40
begin tunnel
12" Perforated
Metal Drain Pipe
88.4
Backfill Selected
Roadbed Materials
℄ Drainage Trench
50
110.0
30
126.2
80
100
131.2
105
70
80
90
100
110
120
130


75
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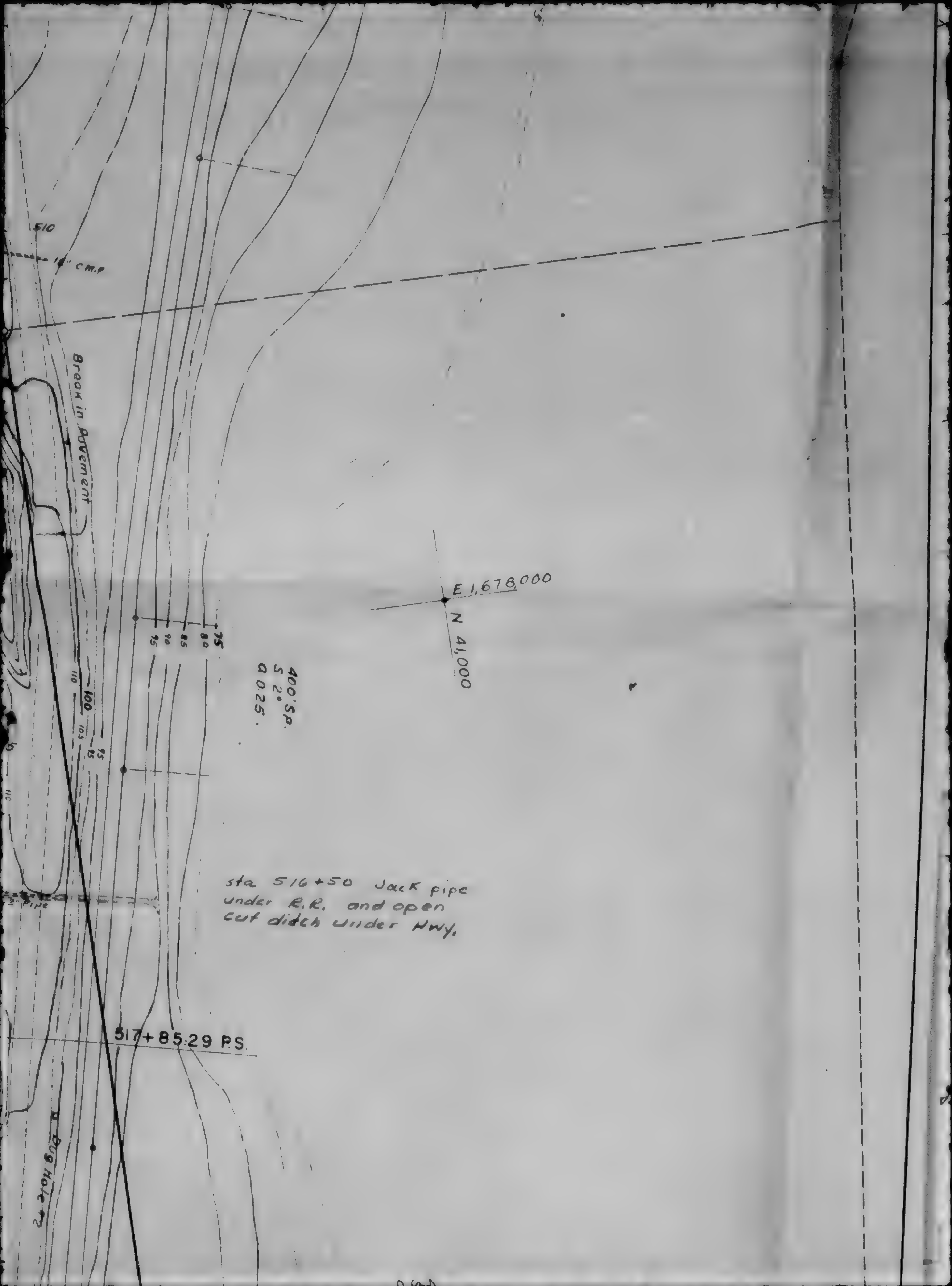
95
95
100
105
610
18" C.M.P
Break in Pavement


510
18" C.M.P.
Break in Pavement
E 1,678,000
N 41,000
95
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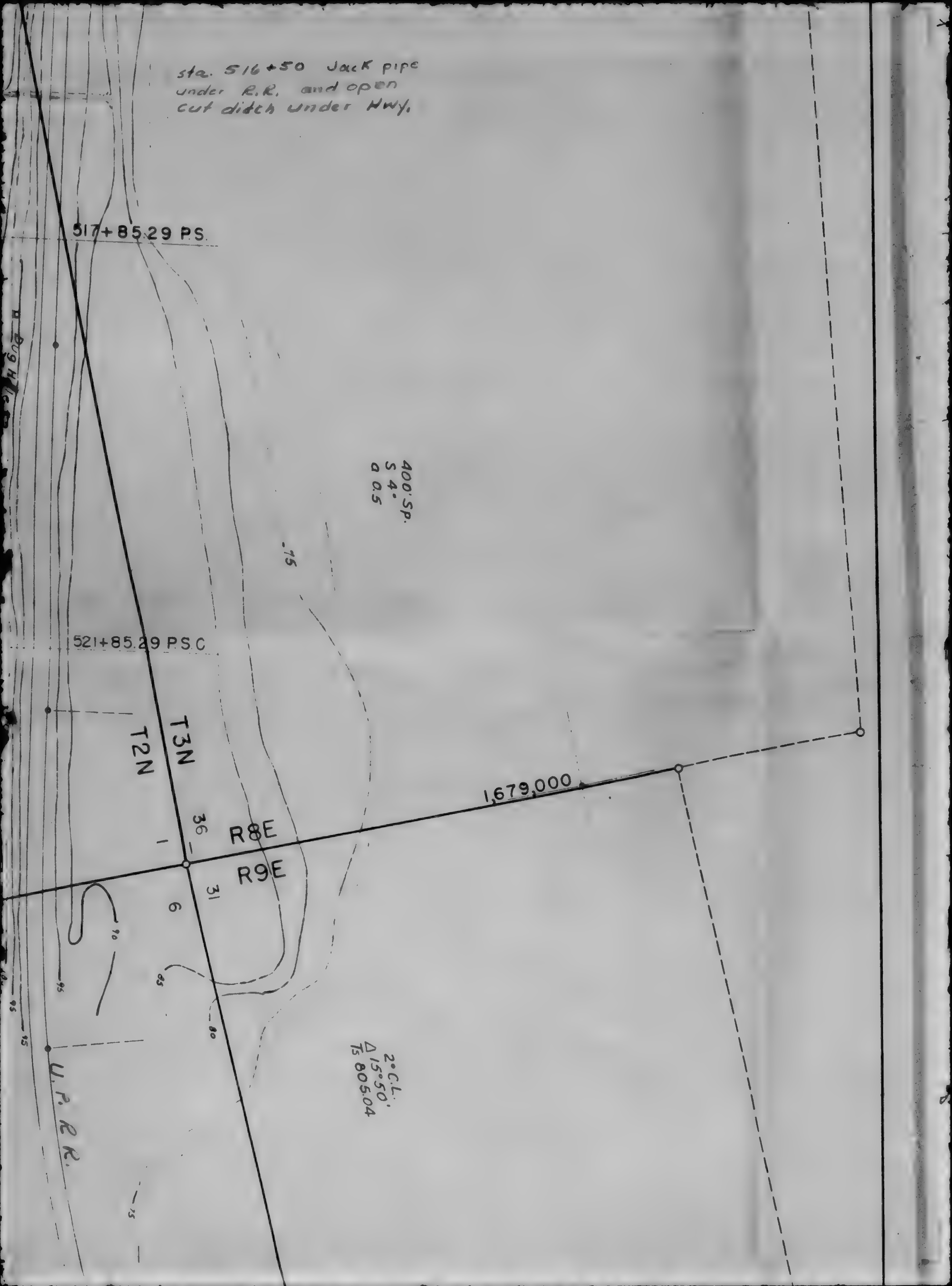
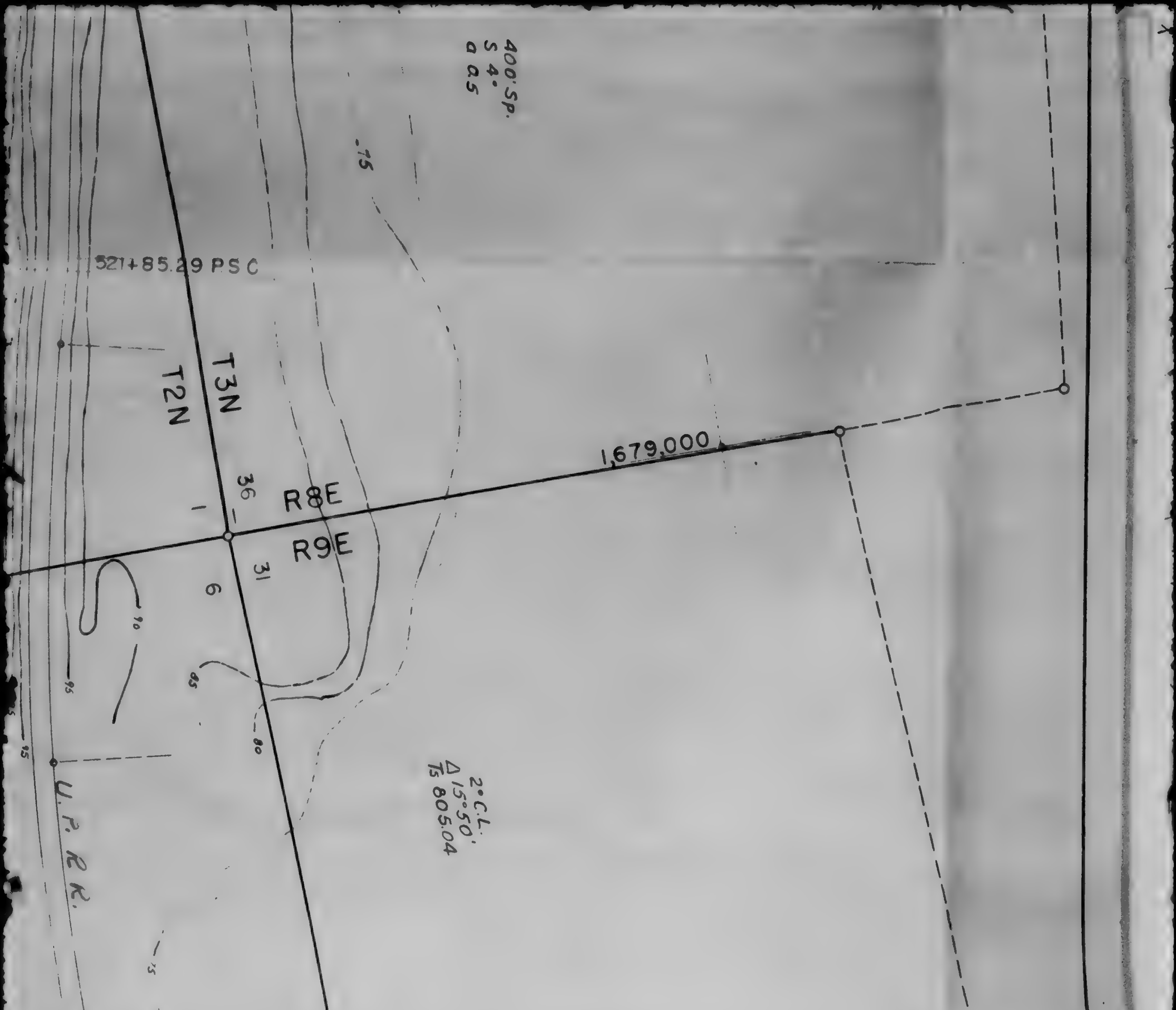
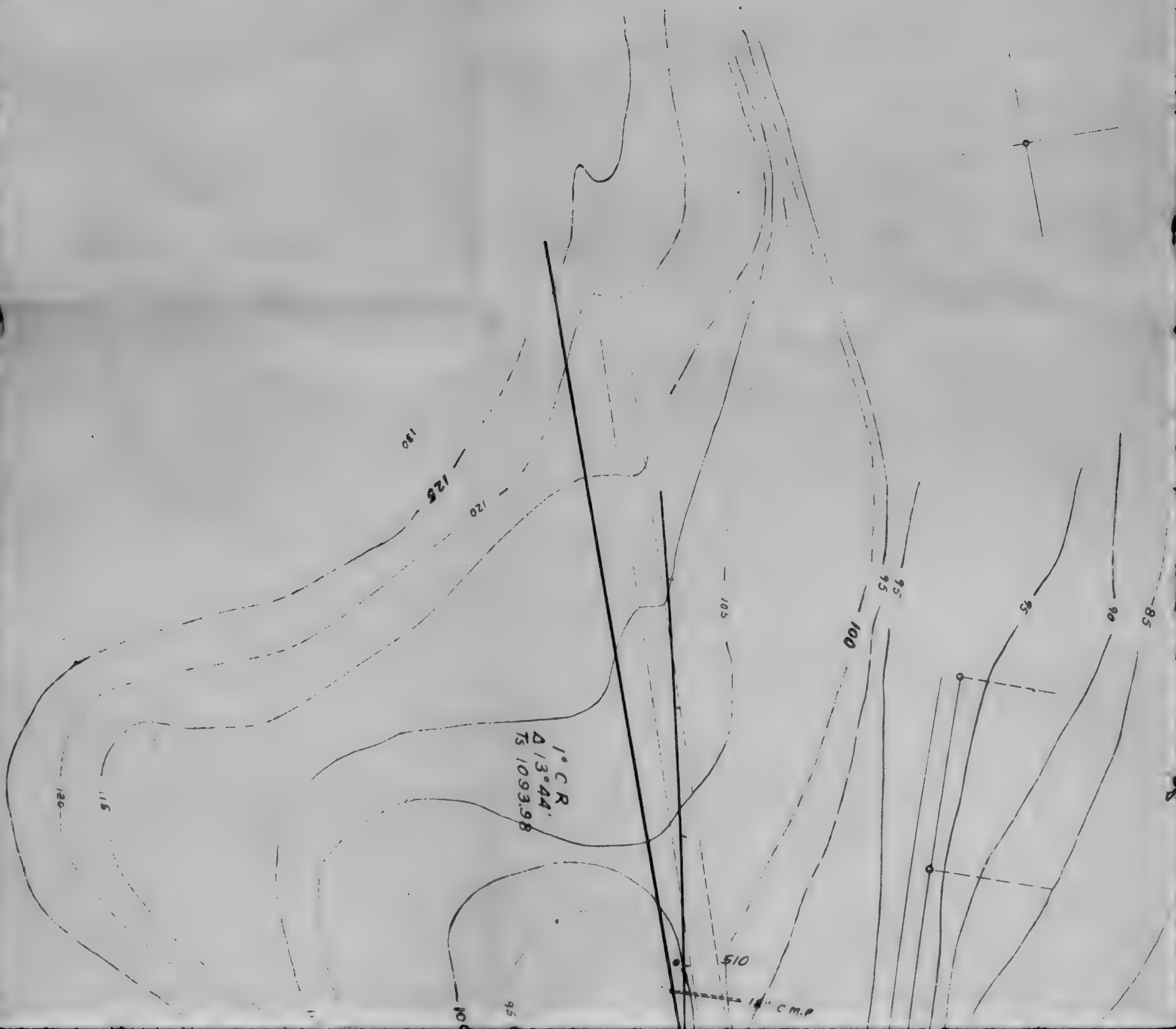
100
105
95
95
110
3" Pipe
517+85.29 P.S.
Dug Hole #2

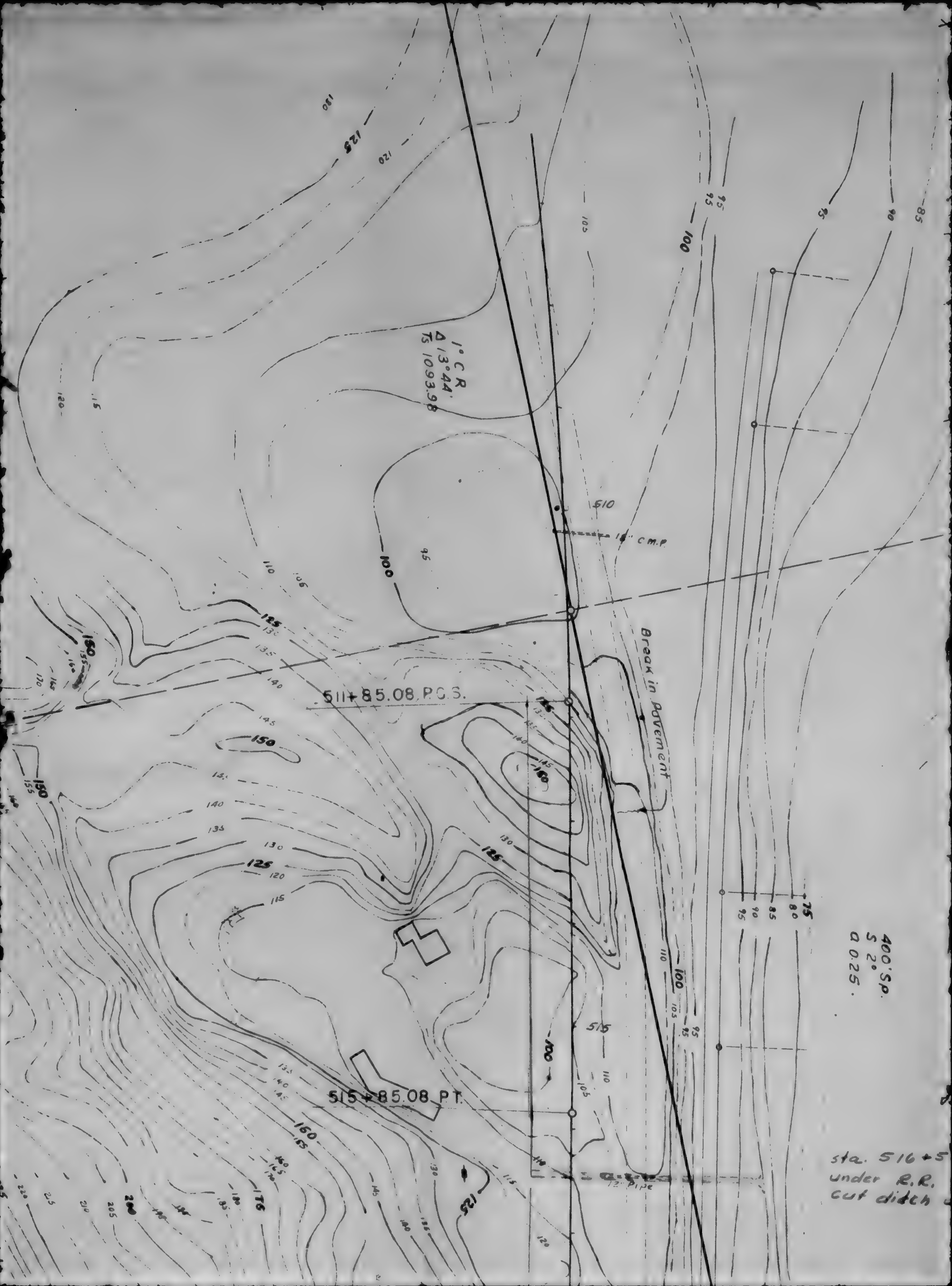
400' SP.
S 2°
Q 0.25.

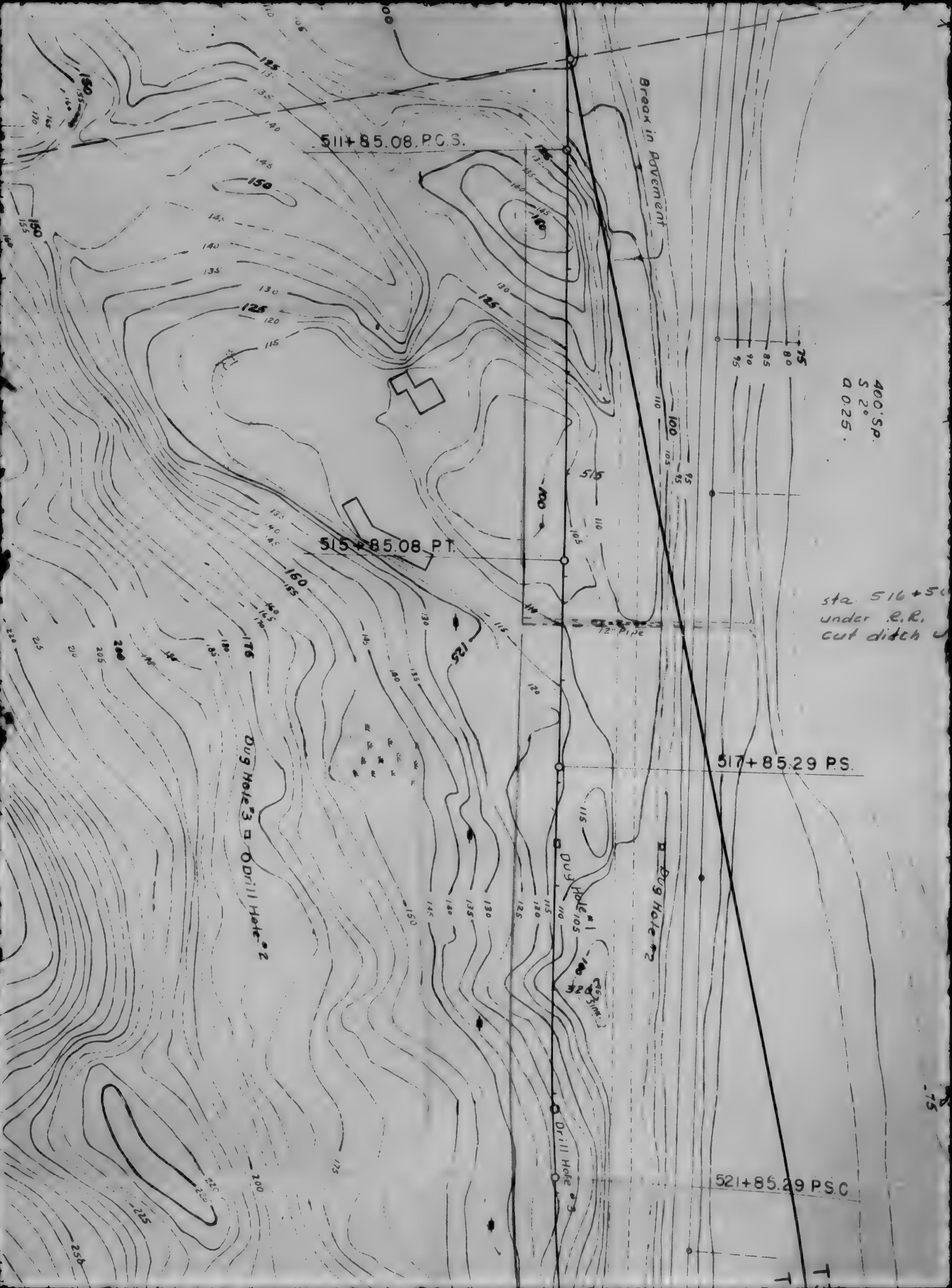
sta 516+50 Jack pipe under R.R. and open cut ditch under Hwy.

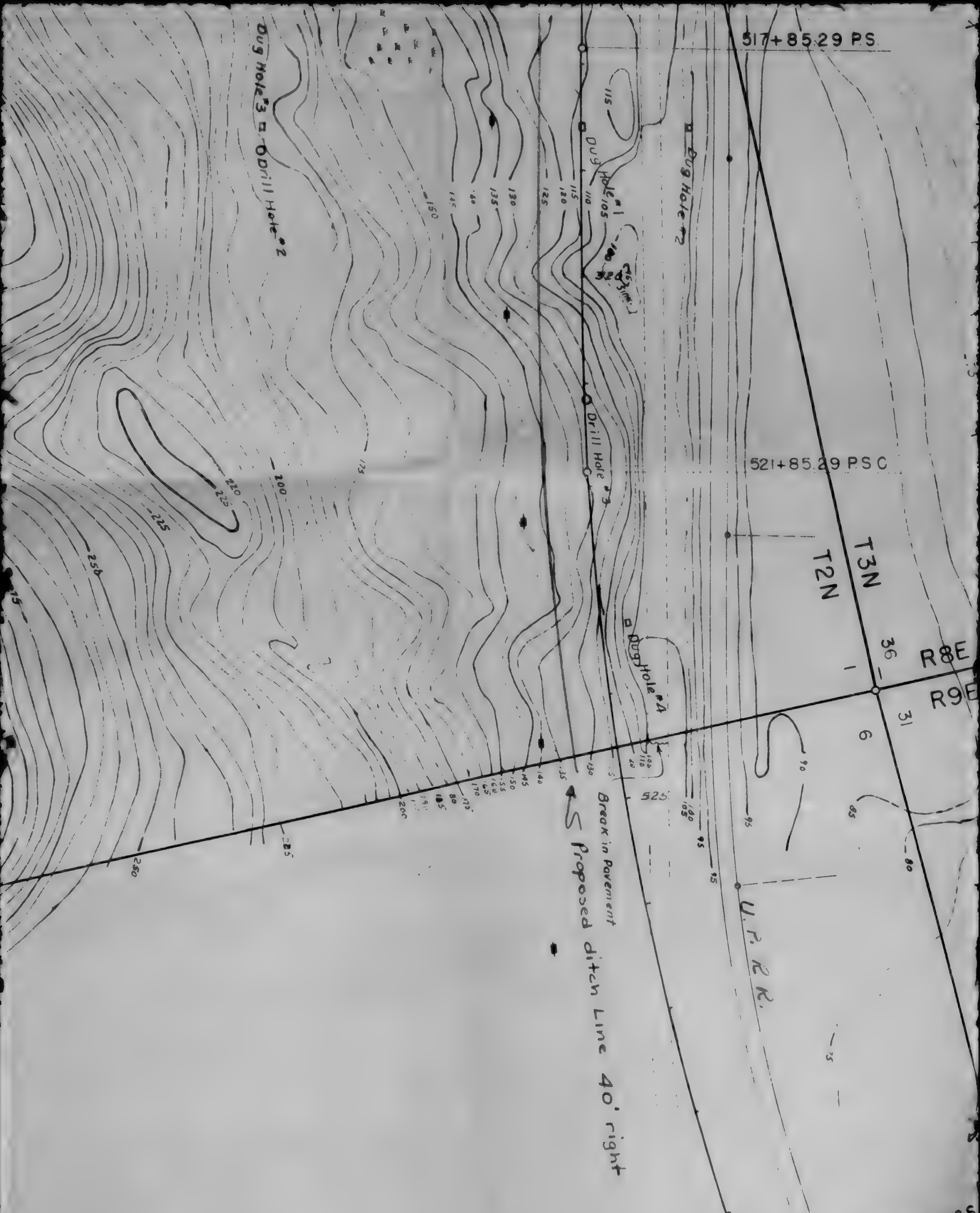

sta. 516+50 Jack pipe under R.R. and open cut ditch under Hwy.
517+85.29 P.S.
400' SP.
S 4-
a 0.5
.75
521+85.29 P.S.C
T3N
T2N
1,679,000
36
1
R8E
R9E
31
6
90
95
85
80
95
95
U.P. R.R.
2° C.L.
Δ 15°50'
Ts 805.04
75
Pug Hill

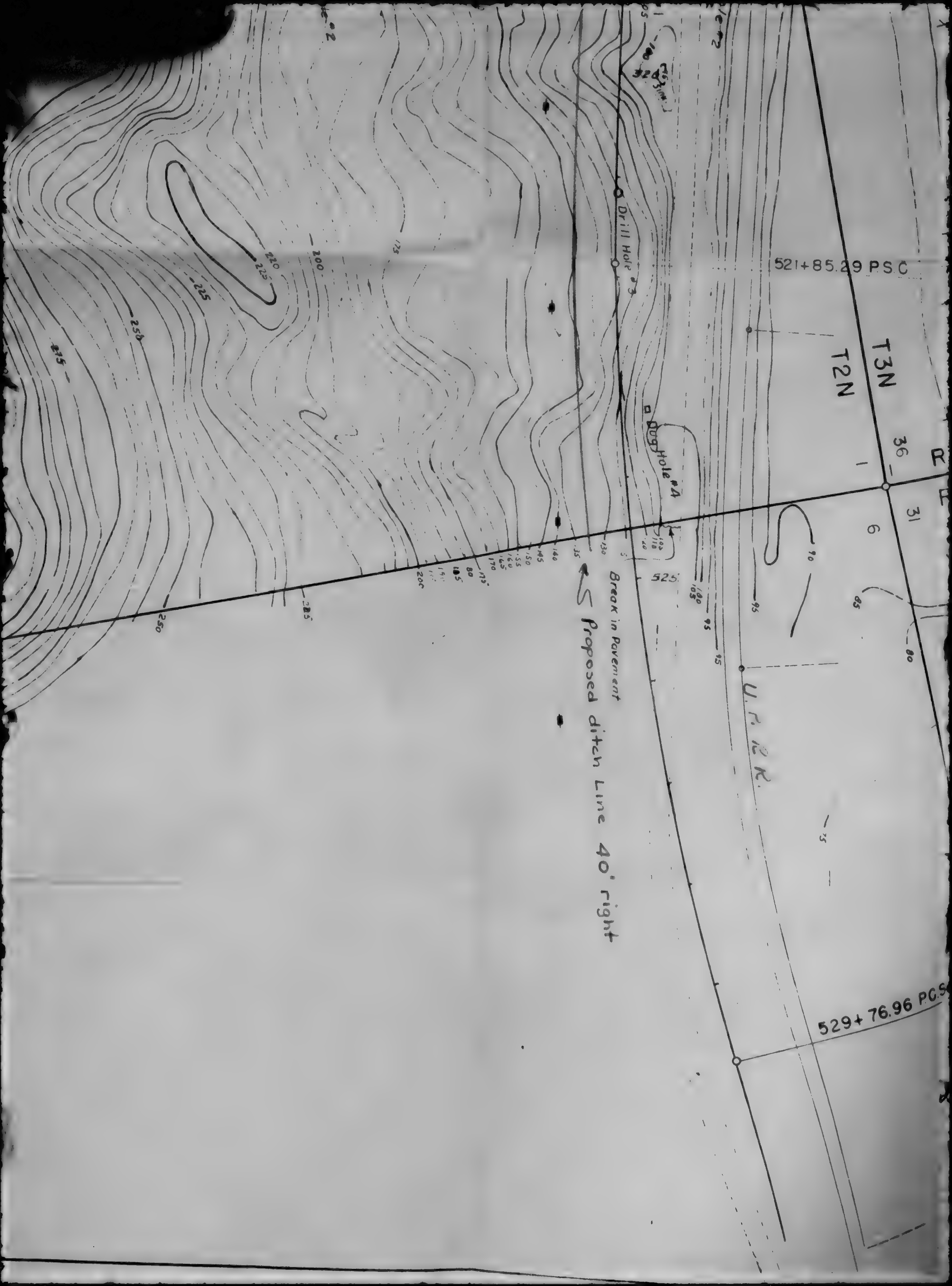

400' SP.
S 4°
a a.5
75
521+85.29 P.S.C.
T3N
T2N
1,679,000
36
1
R8E
R9E
31
6
90
95
85
80
95
2° C.L.
Δ 15°50'
Ts 805.04
U.P.R.R.
75
529+76.96 P.C.S.

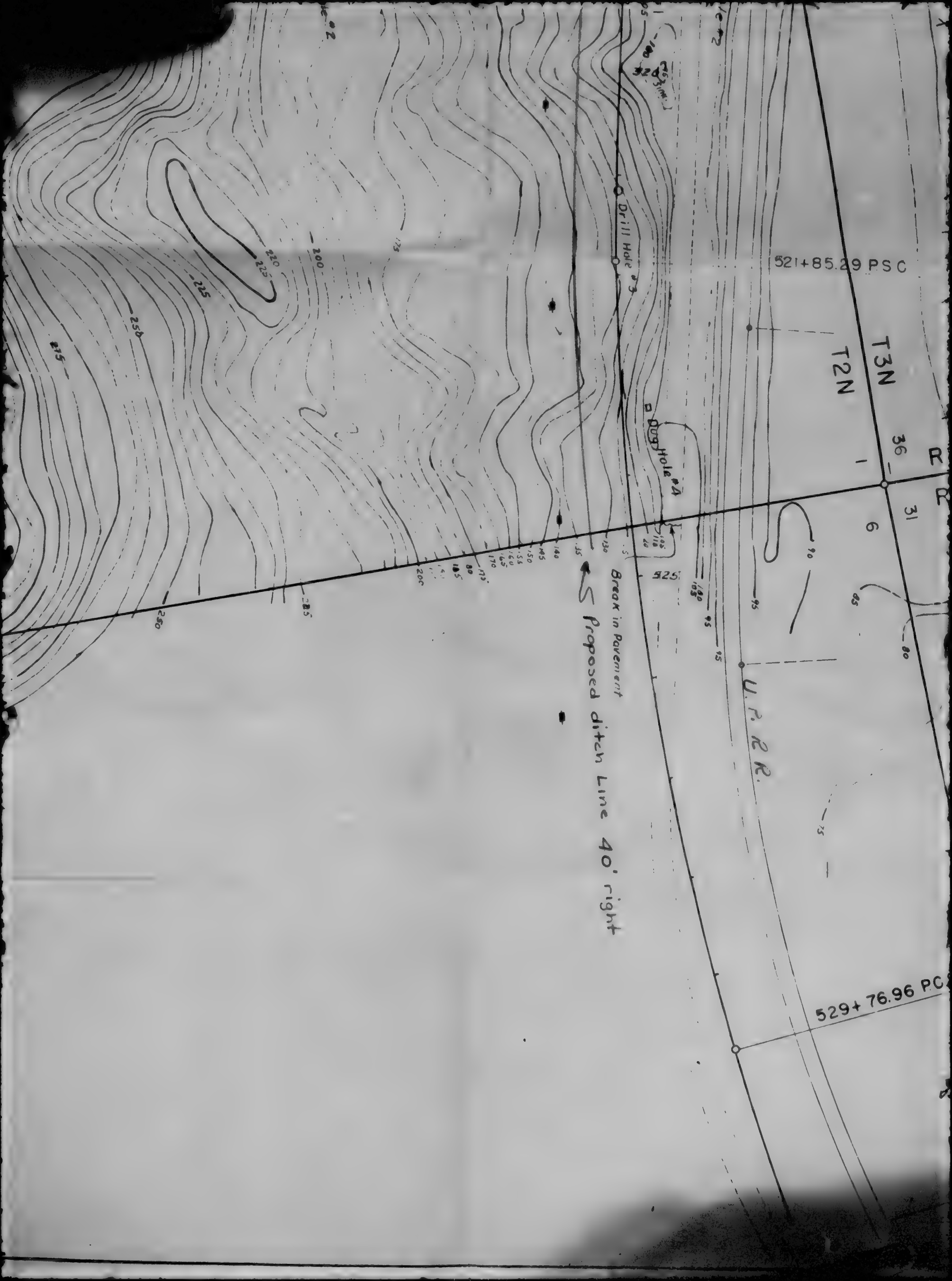

130
125
120
105
100
95
95
95
90
85
1° C R
Δ 13°44'
TS 1093.98
120
115
510
18" C.M.P
100
95


1° C.R.
Δ 13°44'
Ts 1093.98
510
16" C.M.P.
Break in Pavement
511+85.08 P.C.S.
515
515+85.08 PT.
12" Pipe
400' S.P.
S 2°
Δ 0.25.
sta. 516+5
under R.R.
cut ditch
180
125
120
115
110
105
100
95
90
85
80
75
130
135
140
145
150
155
160
165
170
175
180
185
190
200
205
210
215
220


511+85.08 P.C.S.
515+85.08 P.T.
517+85.29 P.S.
521+85.29 P.S.C.
Break in Pavement
12" Pipe
Dug Hole #1
Dug Hole #2
Dug Hole #3
Drill Hole #2
Drill Hole #3
515
400' S.P.
S 2°
a 0.25.
sta. 516+5
under R.R.
cut ditch
75
80
85
90
95
100
105
110
115
120
125
130
135
140
145
150
155
160
165
170
175
180
185
200
205
210
215
220
225
250


517+85.29 P.S.
Dug Hole #3
Drill Hole #2
Dug Hole #1
Dug Hole #2
Drill Hole #3
Dug Hole #4
521+85.29 P.S.C.
T3N
T2N
36
1
R8E
R9E
31
6
525
Break in Pavement
Proposed ditch Line 40' right
U.P.R.R.
529+76.96 P.C.S.
250
225
220
200
175
150
145
140
135
130
125
120
115
110
105
100
95
90
85
80
75


521+85.29 P.S.C
T3N
T2N
36
31
6
R
R
Drill Hole #3
Dug Hole #A
Break in Pavement
Proposed ditch Line 40' right
525
U.P.R.R.
529+76.96 P.C.S
275
250
225
220
200
175
285
250
90
85
80
95
75



Drill Hole #3
Dug Hole #A
521+85.29 PSC
T3N
T2N
36
31
1
6
R
R
525
Break in Pavement
Proposed ditch Line 40' right
U.P.R.R.
529+76.96 PC
275
250
225
220
200
175
250
285
200
140
130
95
90
85
80
75

OREGON STATE HIGHWAY DEPARTMENT

GORTON CREEK-WARREN CREEK SECTION

COLUMBIA RIVER HIGHWAY

TOPOGRAPHICAL MAP

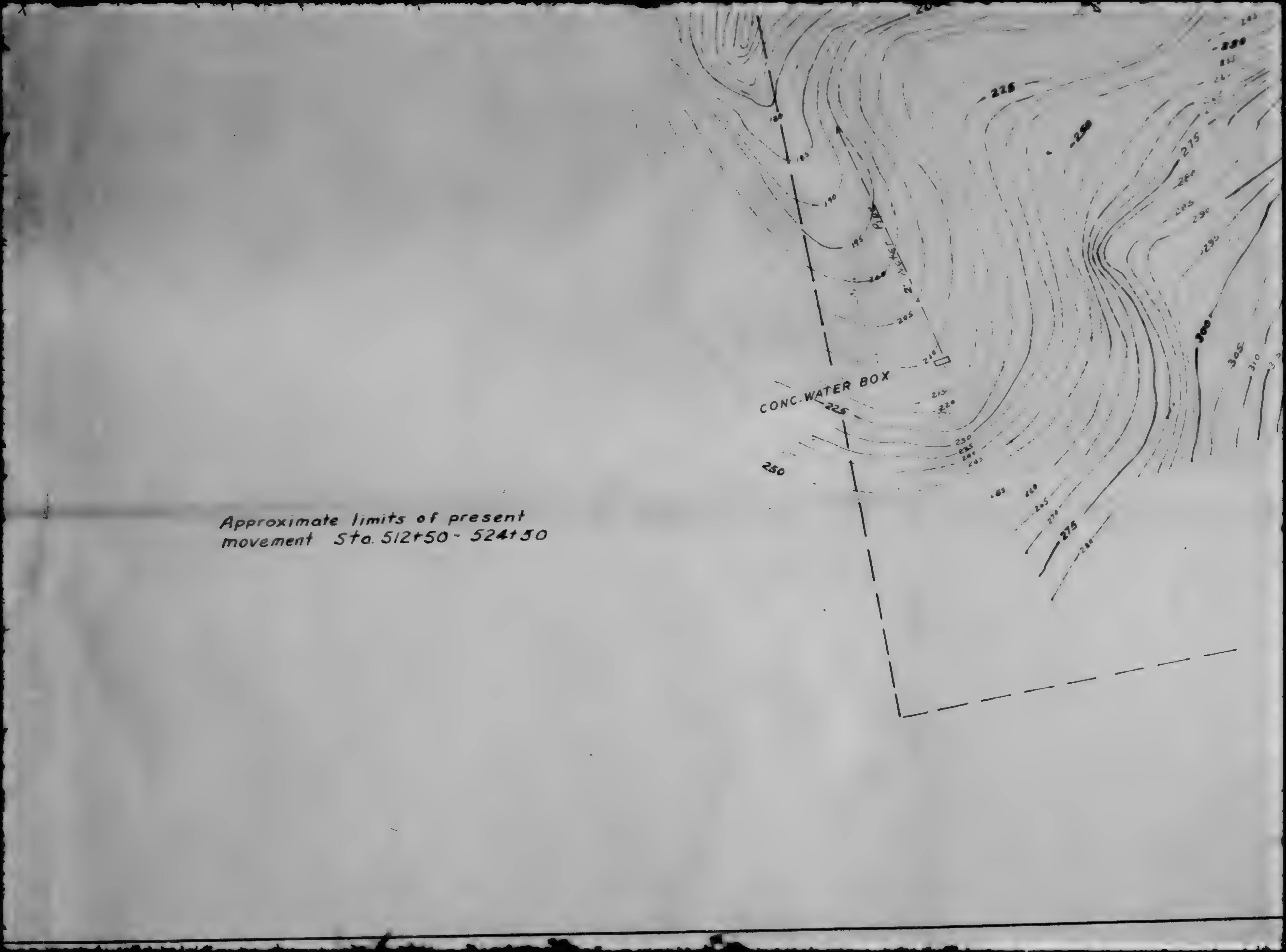
SLIDE AREA

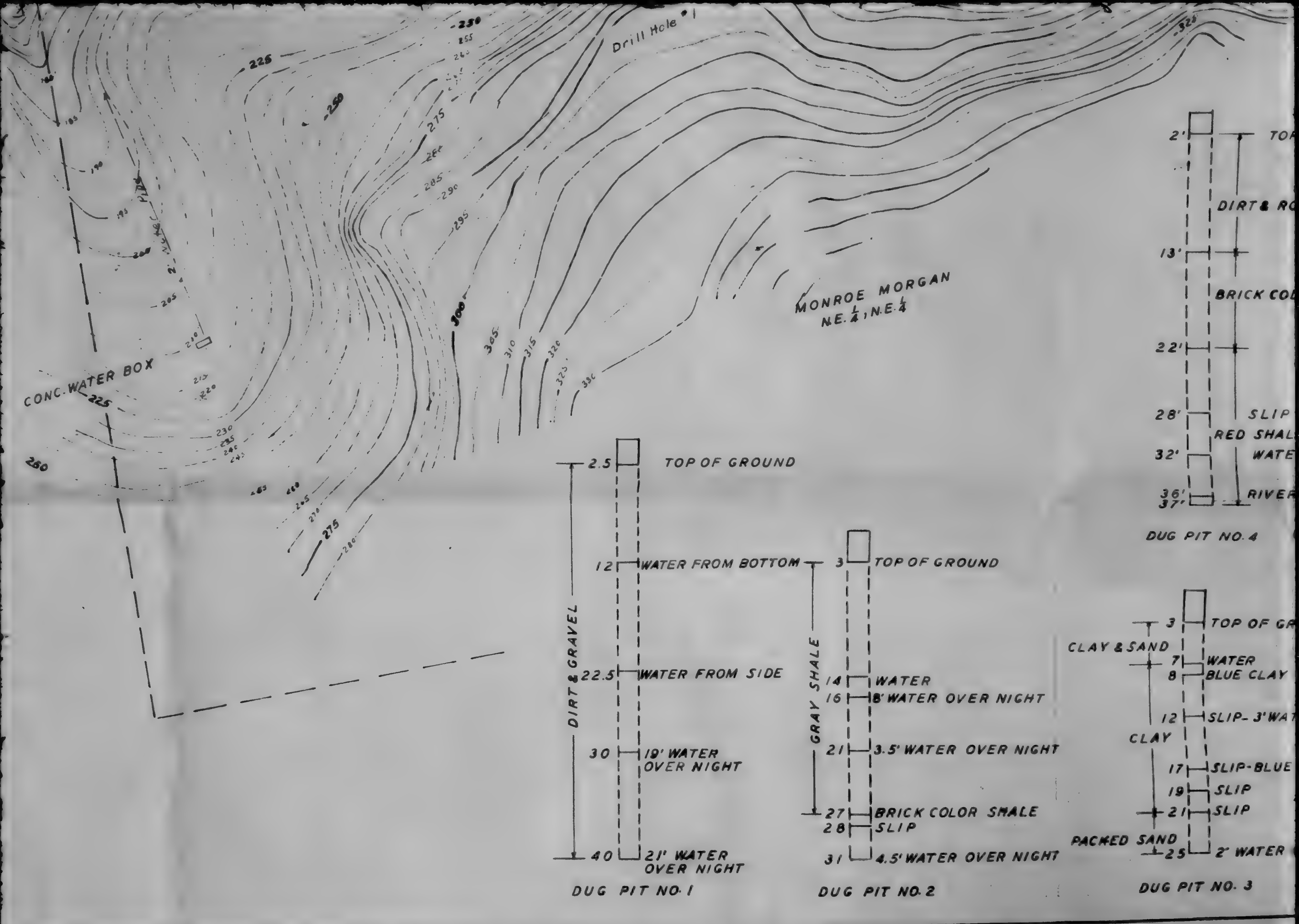
STA. 507 to STA. 526

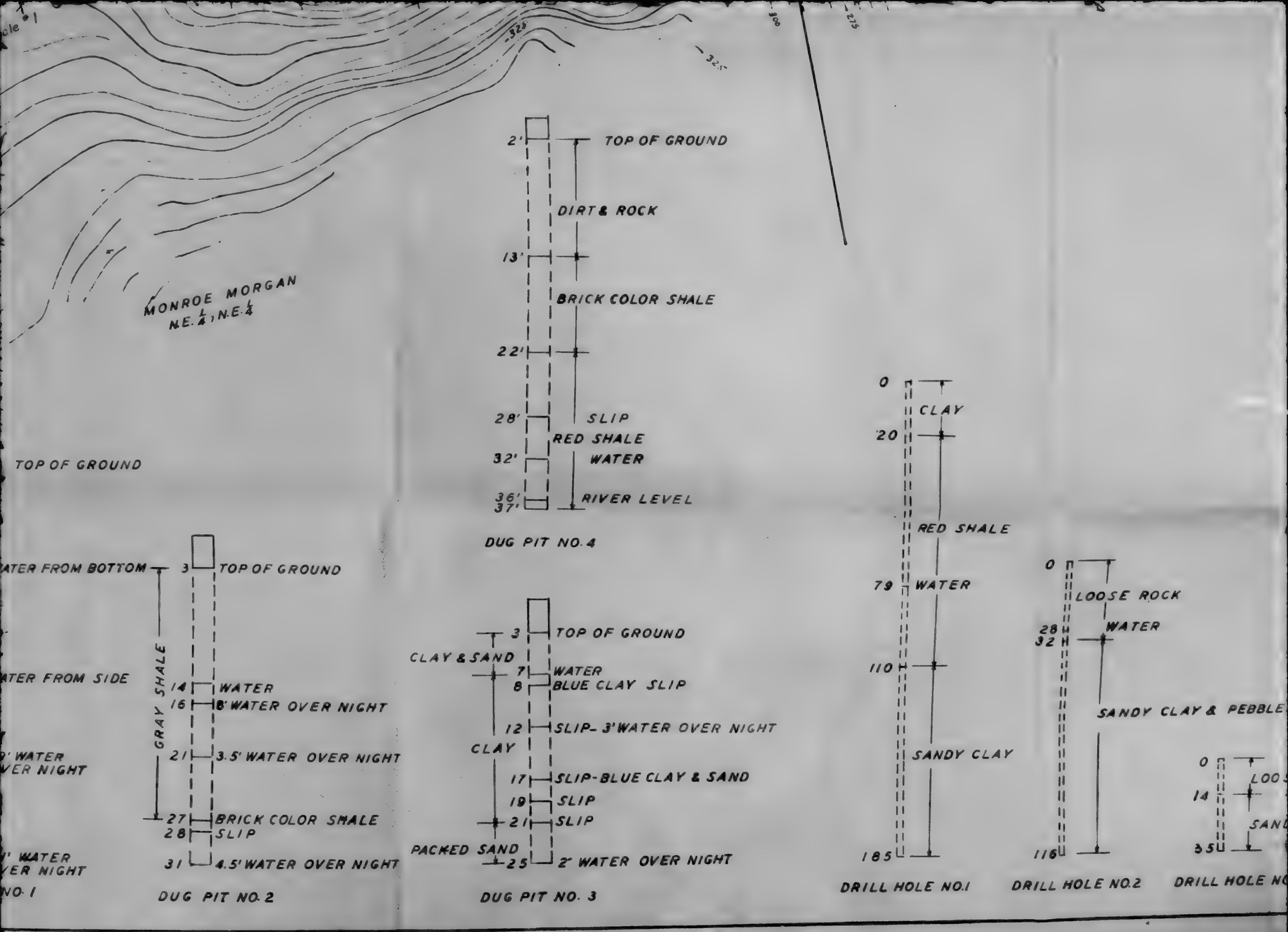
Clay M. Cornett, Res. Engr.

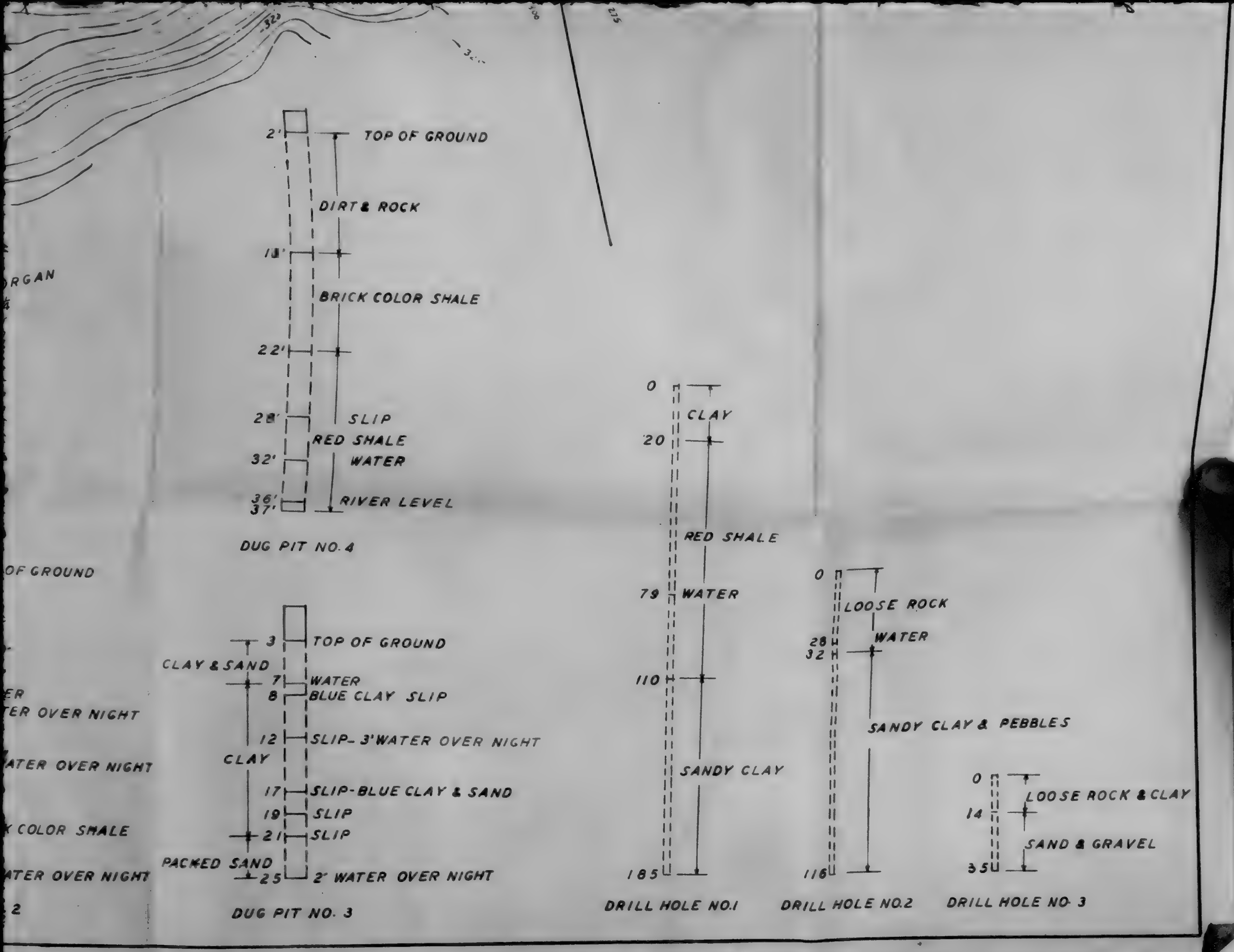
Scale : 1" = 100ft.

Approximate limits of presen
movement Sta. 512+50 - 524+


Approximate limits of present movement Sta. 512+50 - 524+50
CONC. WATER BOX
2' Water Pipe
180
185
190
195
200
205
210
215
220
225
230
235
240
245
250
255
260
265
270
275
280
285
290
295
300
305
310


CONC. WATER BOX
2" Water Pipe
Drill Hole #1
MONROE MORGAN
N.E.1/4, N.E.1/4
185
190
195
200
205
210
215
220
225
230
235
240
245
250
255
260
265
270
275
280
285
290
295
300
305
310
315
320
325
330
TOP OF GROUND
DIRT & GRAVEL
2.5
12
22.5
30
40
WATER FROM BOTTOM
WATER FROM SIDE
19' WATER OVER NIGHT
21' WATER OVER NIGHT
DUG PIT NO. 1
TOP OF GROUND
GRAY SHALE
3
14
16
21
27
28
31
WATER
8' WATER OVER NIGHT
3.5' WATER OVER NIGHT
BRICK COLOR SHALE
SLIP
4.5' WATER OVER NIGHT
DUG PIT NO. 2
TOP OF GR
CLAY & SAND
CLAY
PACKED SAND
3
7
8
12
17
19
21
25
WATER
BLUE CLAY
SLIP- 3' WA
SLIP-BLUE
SLIP
SLIP
2' WATER
DUG PIT NO. 3
TO
DIRT & RO
BRICK CO
SLIP
RED SHAL
WATE
RIVER
2'
13'
22'
28'
32'
36'
37'
DUG PIT NO. 4


ole 1
325
325
300
275
MONROE MORGAN
N.E.¼, N.E.¼
TOP OF GROUND
ATER FROM BOTTOM
ATER FROM SIDE
' WATER
VER NIGHT
' WATER
VER NIGHT
NO. 1
GRAY SHALE
3 TOP OF GROUND
14 WATER
16 8' WATER OVER NIGHT
21 3.5' WATER OVER NIGHT
27 BRICK COLOR SHALE
28 SLIP
31 4.5' WATER OVER NIGHT
DUG PIT NO. 2
2' TOP OF GROUND
DIRT & ROCK
13'
BRICK COLOR SHALE
22'
28' SLIP
RED SHALE
32' WATER
36'
37' RIVER LEVEL
DUG PIT NO. 4
CLAY & SAND
3 TOP OF GROUND
7 WATER
8 BLUE CLAY SLIP
CLAY
12 SLIP- 3' WATER OVER NIGHT
17 SLIP-BLUE CLAY & SAND
19 SLIP
21 SLIP
PACKED SAND
25 2' WATER OVER NIGHT
DUG PIT NO. 3
0
CLAY
20
RED SHALE
79 WATER
110
SANDY CLAY
185
DRILL HOLE NO. 1
0
LOOSE ROCK
WATER
28
32
SANDY CLAY & PEBBLE
116
DRILL HOLE NO. 2
0
LOOS
14
SAND
35
DRILL HOLE NO



RGAN
323
2'
TOP OF GROUND
DIRT & ROCK
18'
BRICK COLOR SHALE
22'
28'
SLIP
RED SHALE
32'
WATER
36'
37'
RIVER LEVEL
DUG PIT NO. 4
OF GROUND
ER
TER OVER NIGHT
ATER OVER NIGHT
K COLOR SHALE
ATER OVER NIGHT
2
3
TOP OF GROUND
CLAY & SAND
7
WATER
8
BLUE CLAY SLIP
12
SLIP- 3' WATER OVER NIGHT
CLAY
17
SLIP-BLUE CLAY & SAND
19
SLIP
21
SLIP
PACKED SAND
25
2' WATER OVER NIGHT
DUG PIT NO. 3
0
CLAY
20
RED SHALE
79
WATER
110
SANDY CLAY
185
DRILL HOLE NO.1
0
LOOSE ROCK
28
32
WATER
SANDY CLAY & PEBBLES
116
DRILL HOLE NO.2
0
LOOSE ROCK & CLAY
14
SAND & GRAVEL
35
DRILL HOLE NO. 3
275

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JAN
FOR FILING
FORM E-900 [illegible]
271- [illegible]

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 7, 1952

SUBJECT: Order for State Force Work
Gorton Creek-Warren Creek
14-1016

To: H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am forwarding herewith Order for State Force Work on the Gorton Creek-Warren Creek Section, Contract No. 3602. This covers the construction of 200 Lin. Ft. of 48" diameter drainage tunnel, using galvanized steel tunnel liner plate. This is the tunnel at Station 516+50 in the Morgan slide which is included in the contract authorization at $11,000.

I am also enclosing copies of the Armco Drainage & Metal Products Company's quotation of January 4, 1952, on 200 Lin.Ft. of 48" 8 gage, Armco galvanized steel tunnel liner plate at $22.32 per ft, f.o.b. Wyeth, Oregon, and a Purchase Requisition for this tunnel liner plate. If this meets with your approval, the Purchase Requisition, I assume, should be forwarded to the Purchasing Department via the Maintenance Engineer.

I have discussed this construction with Mr. Kidder, Division Engineer for the Union Pacific Railroad Company, and he has no objection to the construction we propose. I presume we should make a formal request for authorization to put our tunnel under their tracks and Mr. Kidder advised me that he would expedite such a request.

Very truly yours,

NOTED
H. W. LIBBY

A. G. SKELTON
Division Engineer

AGS:wmp
Encl.
cc: Carl Peterson
D. D. Rohrbough
E. A. Collier

RECEIVED
JAN 9 1952
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
JAN [illegible] 1952
FOR FILING

AGENDA
DEC 20 1951

December 10, 1951

Gibbons & Reed Company
259 West 3rd South Street
Salt Lake City, Utah

Gentlemen:

The State Highway Commission on October 11th accepted your proposal for work on the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County for the sum of $1,447,754 using concrete or metal guard fence posts, and the Commission also accepted your proposal for work on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County for the sum of $848,815 using concrete or metal guard fence-posts. Contracts Nos. 3602 and 3603 were awarded to you subject to clearance of right of way and receipt of concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing copies of the proposal forms which contain specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

md
Enc.

cc - H. G. Smith
S. H. Probert
G. S. Paxson
W. M. Franzen (S.I.A.C.)
Goldie Lewis

54C

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

8:30 a.m.
December 10, 1951
Salem, Oregon

Gibbons & Reed Co.
259 West 3rd South Street
Salt Lake City, Utah

The State Highway Commission today received satisfaction of condition governing award to you of contract for Gorton Creek-Warren Creek Section of Columbia River Highway in Hood River County for which you submitted low bid on October 11, 1951. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
C. W. Head
Accounting (5001-900)
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December 10, 1951

C
O
P
Y

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
351 Pittock Block
Portland 5, Oregon

Dear Sir:

We will appreciate your proceeding immediately with the construction of the haul-road bridges on the Gorton Creek-Warren Creek Warren Creek-Viento, and Wygant Park-Hood River sections, starting with the first project listed below and building them in the order shown:

Wygant Park-Hood River Section:

Pass opposite Highway Station 930+75 (R.R. Station 982+50)
Pass opposite Highway Station 863+00 (R.R. Station 915+80)

X Gorton Creek-Warren Creek Section:

Pass opposite Highway Station 555+50 (R.R. Station 614+80)
Pass opposite Highway Station 591+90 (R.R. Station 654+00)

Warren Creek-Viento Section:

Pass opposite Highway Station 718+00 (R.R. Station 764+50)
Pass opposite Highway Station 740+30 (R.R. Station 782+65)

Mr. L. V. Blickenstaff, Hall Building, Hood River (Phone 4012), will be resident engineer on the Wygant Park-Hood River Section; Mr. C. A. Peterson, Box 763, Bonneville (Phone 440), on the Gorton Creek-Warren Creek Section; and Mr. Clay Cornett, City Hall, Cascade Locks (Phone 8492), on the Warren Creek-Viento Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar me
cc Mr. H. G. Smith

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DEC 13 1951
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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

[illegible]

December 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of December 7, 1951 advising that all rights of entry have been obtained for Oregon Project BFI-174(12), Gorton Creek-Warren Creek Section of the Columbia River Highway, we hereby concur in award of contract as of December 10, 1951 to Gibbons and Reed Company, 259 West 3rd Street, Salt Lake City, Utah, low bidder in the amount of $1,447,754.00 at the October 11, 1951 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

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OREGON
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DEC 20 1951
FOR FILING

FI 174(12)

December 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

May we have your concurrence in the award on December 10 of contract for grading and paving on the Gorton Creek-Warren Creek Section, Project BFI-174 (12), to Gibbons & Reed Co. of Salt Lake City, Utah, on the basis of their bid in the amount of $1,447,754 (using concrete or metal guard fence posts) submitted on October 11, 1951.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

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3602

[illegible]

November 6, 1951

Mr. R. E. Anderson
General Plant Engineer
Pacific Tel. & Tel. Co.
410 N. E. Clackamas St.
Portland, Oregon

Dear Sir:

This letter is your authority to relocate the Pacific Telephone and Telegraph Company lines between Gorton Creek and Warren Creek, on the Columbia River Highway, as necessitated by highway improvements.

Upon completion of the work, you will be reimbursed by the State Highway Commission for the actual cost of the work, as shown by properly submitted invoices. This work is estimated to cost $14,000, based upon your letter of June 20th, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc H. G. Smith
A. G. Skelton

EAP:sh

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3602

Gorton Creek - Warren Creek

October 30, 1951

C
O
P
Y

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

In reply to your letter of October 18, 1951, requesting as estimate of grading for the railroad change on the Gorton Creek-Viento Section, detailed estimates are being enclosed for the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Section, with a list of culverts on each section.

Very truly yours,

R. H. Baldock
State Highway Engineer

by

W. C. Williams
Assistant State Highway Engineer

HCS:ar me

Encl.

cc Mr. H. G. Smith

GORTON CREEK-WARREN CREEK

List of Culverts

18"	76'	R. R. Rev. Sta.	586+25	Extra Strength Pipe
18"	64'	" " "	616+96	" " "
18"	50'	" " "	628+64	" " "
42"	70'	" " "	654+90	" " "

Warren Creek-Viento

List of Culverts

18"	67'	R. R. Rev. Sta.	747+26	Extra Strength Pipe
18"	90'	" " "	747+71	" " "
48"	90'	" " "	748+71	" " "
18"	46'	" " "	779+62	" " "
18"	62'	" " "	785+88	" " "

8 x 8 Reinforced Concrete Box Culvert - R.R. Rev. Sta. 764+29

GORTON CREEK-WARREN CREEK

Clearing & Grubbing		$10,000
Structural Excavation	150 Cu. Yd. at $3.75	562
General Excavation, Location "A"	1,000,000 " " " 0.29	290,000
General Excavation, Location "B"	300,000 " " " 1.29	387,000
Short Overhaul	5,000,000 Cu. Yd. Sta. at .015	75,000
Long Overhaul	135,000 "C" Yd. Sta. " .40	54,000
Construction & Removal of Haul Road Bridge		6,000
Finishing Roadbed & Slopes		1,000
Extra Strength 18" Pipe	190 Lin. Ft. at 6.00	1,140
" " 42" "	70 " " " 20.00	1,400
		$826,102
	12½% for Engineering & Contingencies	103,263
		$929,365

UNION PACIFIC RAILROAD COMPANY

Department of Operation

October 1[illegible], 1951

COPY

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to proposed relocation of the Railroad in connection with the Gorton Creek-Viento Section of Highway relocation.

Please furnish estimate of grading, for railroad relocation, broken down as to quantities and cost and data as to culvert installations, location, size, length and estimated cost.

Yours truly,

/s/ L. W. Althof

L. W. Althof

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OCT [illegible] 1951
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October 26, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Your File: 91-18

Dear Sir:

As per your request of October 18, 1951, we are attaching hereto center-line descriptions of the proposed relocation of the railroad from RR Station 577+27.17 to 677+76.30 = 680+32.51 and from RR Station 732+14.79 to 795+43.46 = 797+07.49, between Gorton Creek and Viento.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

Encl.

cc Mr. H. G. Smith

From Station 577+27.17 to 677+76.30 = 680+32.51

Beginning at R.R. Rev. Station 577+27.17, said station being 26.33 feet south and 547.8 feet west of the NE corner of Section 1, Twp. 2 N., R. 8 E., W.M., tangent at said point bearing S 77° 54' 30" E; thence on a spiral curve left; through an angle of 4° 12' 420 ft. to R.R. Rev. Station 581+47.17; thence on a 2° curve left, through a control angle of 14° 37' 747.50 feet to R.R. Rev. Station 588+94.67; thence on a spiral curve left, through an angle of 4° 12' 420 feet to R.R. Rev. Station 593+14.67; thence N 78° 44' 30" E 2406.63 feet to R.R. Rev. Station 617+21.3; thence on a spiral curve right through an angle of 0° 45' 150 feet to R.R. Rev. Station 618+71.31; thence on a 1° 00' curve right, through a central angle of 7° 25' 50" 743.06 feet to R.R. Rev. Station 626+14.37; thence on a spiral curve right, through an angle of 3° 48' 240 feet to R.R. Rev. Station 628+54.37; thence on a 2° 20' curve right, through a central angle of 17° 56' 15" 768.75 feet to R.R. Rev. Station 636+23.12; thence on a spiral curve right, through an angle of 4° 33' 390 feet to R.R. Rev. Station 640+13.12; thence S 66° 54' 45" 200 feet to R.R. Rev. Station 642+13.12; thence on a spiral curve left, through an angle of 4° 12', 420 feet to R.R. Rev. Station 646+33.12; thence on a 2° curve left, through a central angle of 12° 38' 35", 632.15 feet to R.R. Rev. Station 652+65.27; thence on a spiral curve left, through an angle of 4° 12', 420 feet to R.R. Rev. Station 656+85.27; thence S 87° 50' E, 901.86 feet to R.R. Rev. Station 665+87.13; thence on a spiral curve left, through an angle of 1° 48', 240 feet to R.R. Rev. Station 668+27.13; thence on a 1° 30' curve left, through a central angle of 2° 41' 15", 179.17 feet to R.R. Rev. Station 670+06.30; thence on a spiral curve left, through an angle of 1° 48', 240 feet to R.R. Rev. Station 672+46.30; thence N 85° 52' 45" E 200 feet to R.R. Rev. Station 674+46.30; thence on a spiral curve right, through an angle of 6° 36', 330 feet to R.R. Rev. Station 677+76.30 = 680+32.51.

From Station 732+14.79 to 795+43.46 = 797+07.49

Beginning at R.R. Rev. Station 732+14.79, said station being 784.73 feet north and 1848.98 feet east of the ¼ corner common to sections 4 and 5, Twp. 2 N, R 9 E, W.M.; thence N 79° 14' 55" E 174.59 feet, to R.R. Rev. Station 733+89.38; thence on a spiral curve right, through an angle of 5° 15', 420 feet to R.R. Rev. Station 738+09.38; thence on a 2° 30' curve right, through a central angle of 1° 13' 15", 48.83 feet to R.R. Rev. Station 738+58.21; thence on a spiral curve right, through an angle of 5° 15', 420 feet to R.R. Rev. Station 742+78.21; thence S 89° 01' 50" E 200 feet to R.R. Rev. Station 744+78.21; thence on a spiral curve left, through an angle of 3° 26' 43", 337.5 feet to R.R. Rev. Station 748+15.71; thence on a 2° 02' 30" curve left, through a central angle of 43° 57' 49", 2153.86 feet to R.R. Rev. Station 769+69.57; thence on a spiral curve left, through an angle of 3° 26' 43", 337.5 feet to R.R. Rev. Station 773+07.07; thence N 40° 06' 15" E, 200 feet to R.R. Rev. Station 775+07.07; thence on a spiral curve right, through an angle of 3° 18', 330 feet to R.R. Rev. Station 778+37.07; thence on a 2° curve right, through a central angle of 19° 04' 30", 953.75 feet to R.R. Rev. Station 787+90.82; thence on a spiral curve right, through an angle of 3° 18', 330 feet to R.R. Rev. Station 791+20.82; thence N 65° 46' 45" E 332.64 feet to R.R. Rev. Station 794+53.46; thence on a spiral curve right, through an angle of 0° 27', 90 feet to R.R. Rev. Station 795+43.46 = 797+07.49.

Oct. 19, 1951

ASSIGNMENT

No. 298

By 4

Description: Letter 10-18-51 from L. W. Althof asking for center line description of proposed reloc. of RR from RR Engr. Sta. 577+27.17 to 677+76.30 = 680+38.51 and from 732+14.79 to 795+43.46= 797+07.49

Acknowledged by _____ Referred to H. G. SMITH _______

Investigate and report with recommendation

xx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ________________ signature

____

Assignment executed 10-26-51 Report received ________

Remarks: Please expedite

PLEASE RETURN TO
W. C. WILLIAMS
[illegible]

FORM [illegible]
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

October 18, 1951

91-18

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to your letter of August 30th, submitting revised prints of the Columbia River Highway between Gorton Creek and Viento.

Please furnish center line description of the proposed relocation of the Railroad from RR Engr. Sta. 577+27.17 to 677+76.30 = 680+32.51 and from 732+14.79 to 795+43.46 = 797+07.49, similar to that furnished for the Mitchell Point Section.

5B-34-21
5B-34-20

Yours truly,

L. W. Althof

RECEIVED
FOR FILING

B91-1941(-2)

26-2

2918

October 22, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad
851 Pittock Block
Portland 5, Oregon

Dear Sir:

In regard to your letter of October 5, regarding the tunnel which we wish to drive under your tracks at our station 515+70 on the Gorton Creek-Warren Creek Section at Morgan's Motel, or, as you say, the Wyeth Yard.

I have asked Division Engineer Skelton to prepare a profile and discuss it with you personally to see at what elevation you would consider it safe to construct the tunnel without driving a span at each track, as this would probably cost fifteen or twenty thousand dollars additional.

We have driven tunnels under railroad tracks before and feel that we will have to abandon the entire idea if another fifteen thousand dollars is added to the cost.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS: lg
cc Mr. H. G. Smith
Mr. A. G. Skelton

ASSIGNMENT

Date: October 8, 1951

No. 2948
By

Description: **L. W. Althof's letter of October 5 regarding proposed drainage tunnel under railroad track at east end of Wyeth Yard**

Acknowledged by _____ Referred to __Smith ✓_________

Investigate and report with recommendation
xx Ixxxxxxxxxxn, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ____________________ signature
____

Assignment executed 10-18-51 Report received _____
me

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

October 5, 1951

91-18

NOTED
W. C. WILLIAMS

REFERRED TO
W. C. WILLIAMS
FOR [illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to your letters of September 28th, one by Mr. Williams and the other by Mr. Smith, regarding the proposed drainage tunnel under the Railroad track at east end of Wyeth Yard.

I am in accord with the proposal to drain the area, however it appears to me that a span should be driven in each of the tracks to be crossed and particularly so since you propose the top of the tunnel to be about three feet below the bottom of the ties. This method will make a much safer condition for the Railroad operations as well as for the Highway Department in crossing beneath the tracks.

Please consider this suggestion and furnish additional copies of your proposal, indicating by a cross section plan the relative elevations of the Highway and the Railroad, particularly at the proposed tunnel location.

In this connection it is noted that your letter indicates the tunnel to be at your Station 515, while the location plan submitted shows the location at your Station 516+50.

A formal agreement will of course be necessary and upon receipt of additional copies of plans per above the matter will be referred to principals for approval and preparation of the agreement.

Yours truly,

L. W. Althof

RECEIVED
1951
FOR FILING
FORM E-30X 38M 9-51 47199

[illegible]

3602

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 19th, 1951

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your letter of October 12, 1951 with which was attached copy of a letter dated October 5th from L. W. Althof of the Union Pacific. This was in regard to our proposed tunnel just east of the Wyeth yards at Morgan's Motel.

I am enclosing herewith a cross section plan you requested, which was prepared by C. A. Peterson, also a copy of Peterson's letter of October 17th, which indicates that the tunnel is at Station 516+50.

As per our conversation of this date, I stopped in at Althof's office this afternoon, and discussed with Mr. Frohman the method of getting under the railroad track. The Union Pacific are concerned about the operative danger of a tunnel, unless it is well below the track level, and would be much better satisfied if we would go to some other type of construction. Mr. Frohman suggested that we look into the feasibility of jacking a culvert under their track, rather than putting in the timber tunnel. This has definite possibilities, and I will investigate the feasibility of handling it in this way, however I think that it would be feasible, and also less expensive than tunneling. Frohman stated that the flow line of such a culvert should be twice the diameter of the culvert below their subgrade elevation. If the pipe were jacked under the track, it should be at least 42 inches in diameter in order to be large enough to work in. This would then permit us to trench excavate from the south ditch line of the railroad to our drain, and should be materially less expensive than the tunnel construction, plus the cost of backfilling the tunnel, which would be necessary. There would not be too serious a problem of getting across the existing Columbia River Highway.

I would appreciate about six prints from the enclosed cross section plan to help in working up an estimate of doing the work in the manner described above. Mailed 10/2[illegible]

Yours very truly,

A. G. SKELTON
Division Engineer

AG:sw
Encl.

cc: C. A. Peterson

C
O
P

FORM E-30 25M 11-50 44701

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Bonneville
Oct. 17, 1951

SUBJECT:

To: A. G. Skelton
Division Engineer
State Highway Dep't.
Portland, Oregon

Dear Sir:

Attached hereto is the X-section of Station 516/50, the proposed location of drainage tunnel on the Gorton Creek-Warren Creek Section of Columbia River Highway, As per your letter of Oct. 12, from Mr. H. G. Smith

Very truly yours,

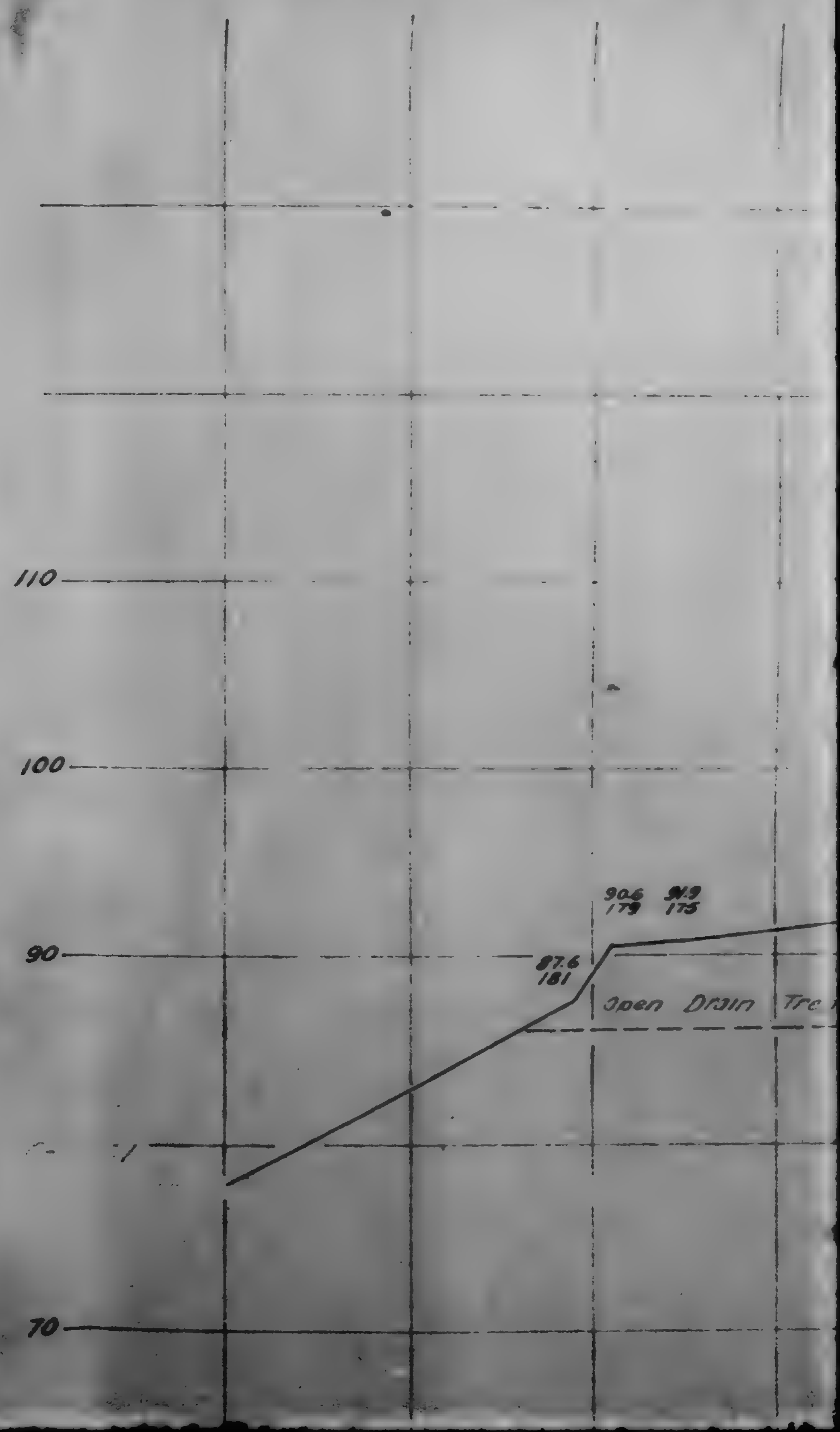
Carl A. Peterson (Sgd.)

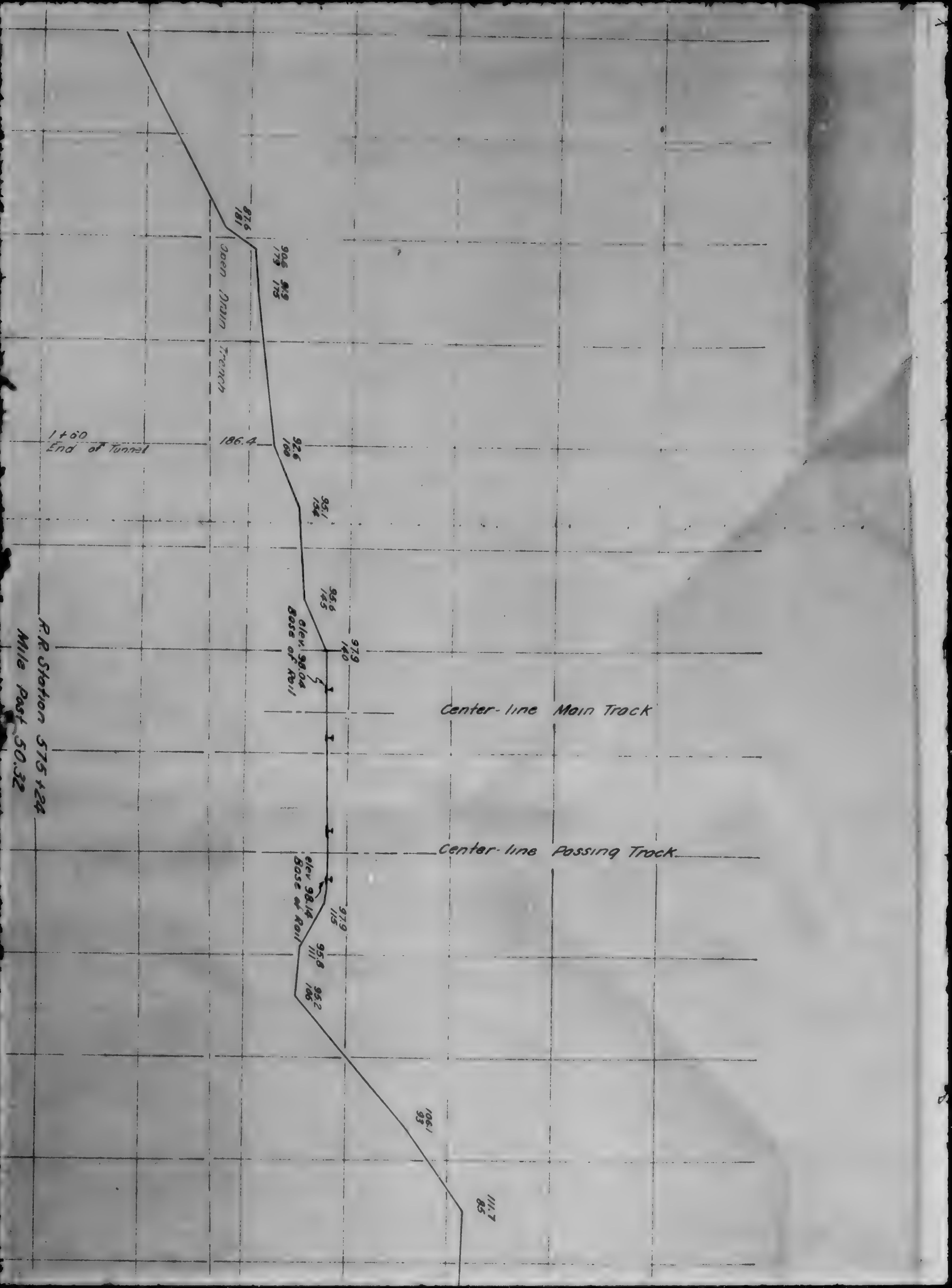
OREGON STATE HIGHWAY DEPARTMENT
COLUMBIA RIVER HIGHWAY – HOOD RIVER COUNTY

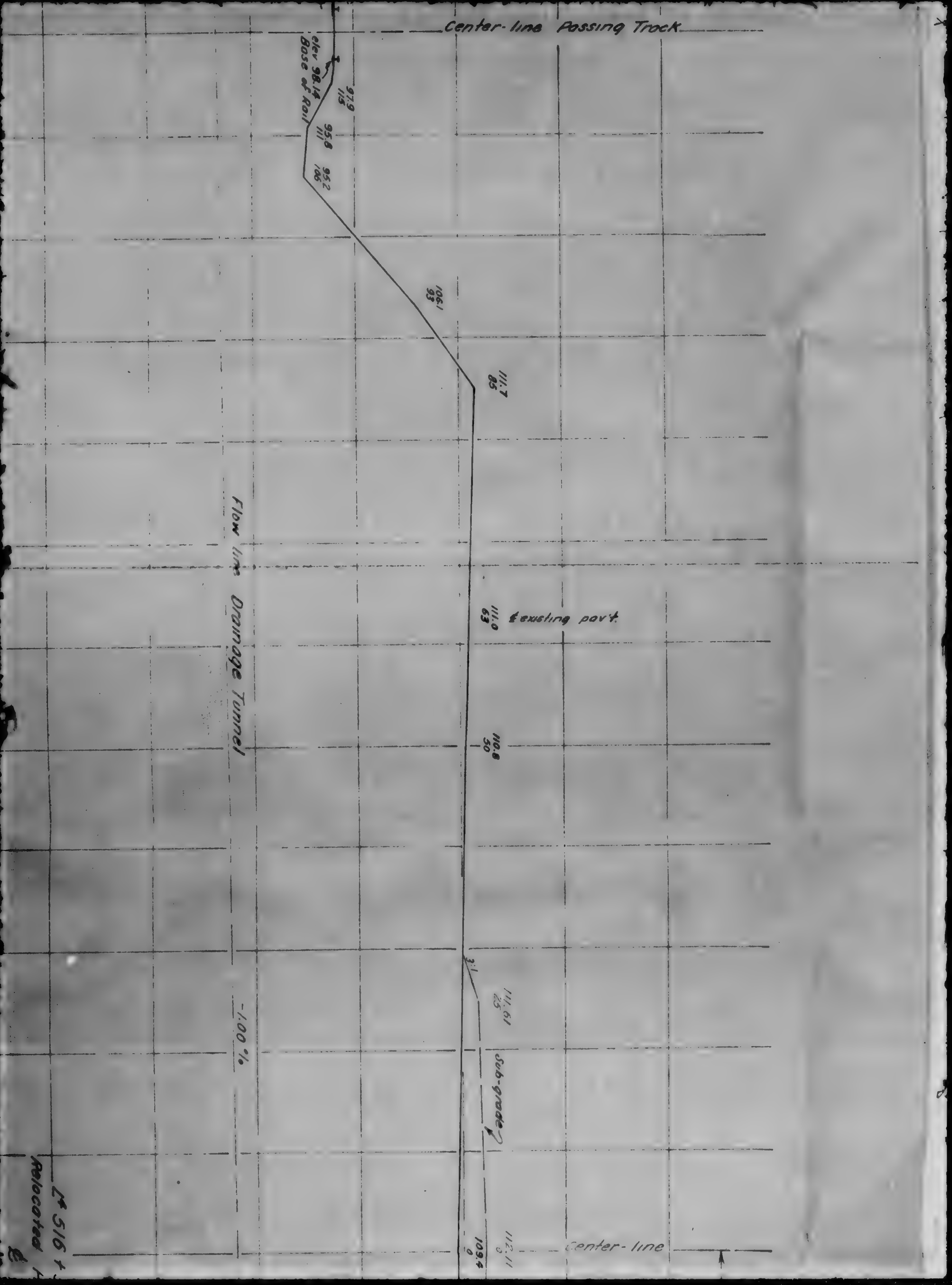
PROPOSED STANDARD DRAINAGE TUNNEL
CROSS-SECTION

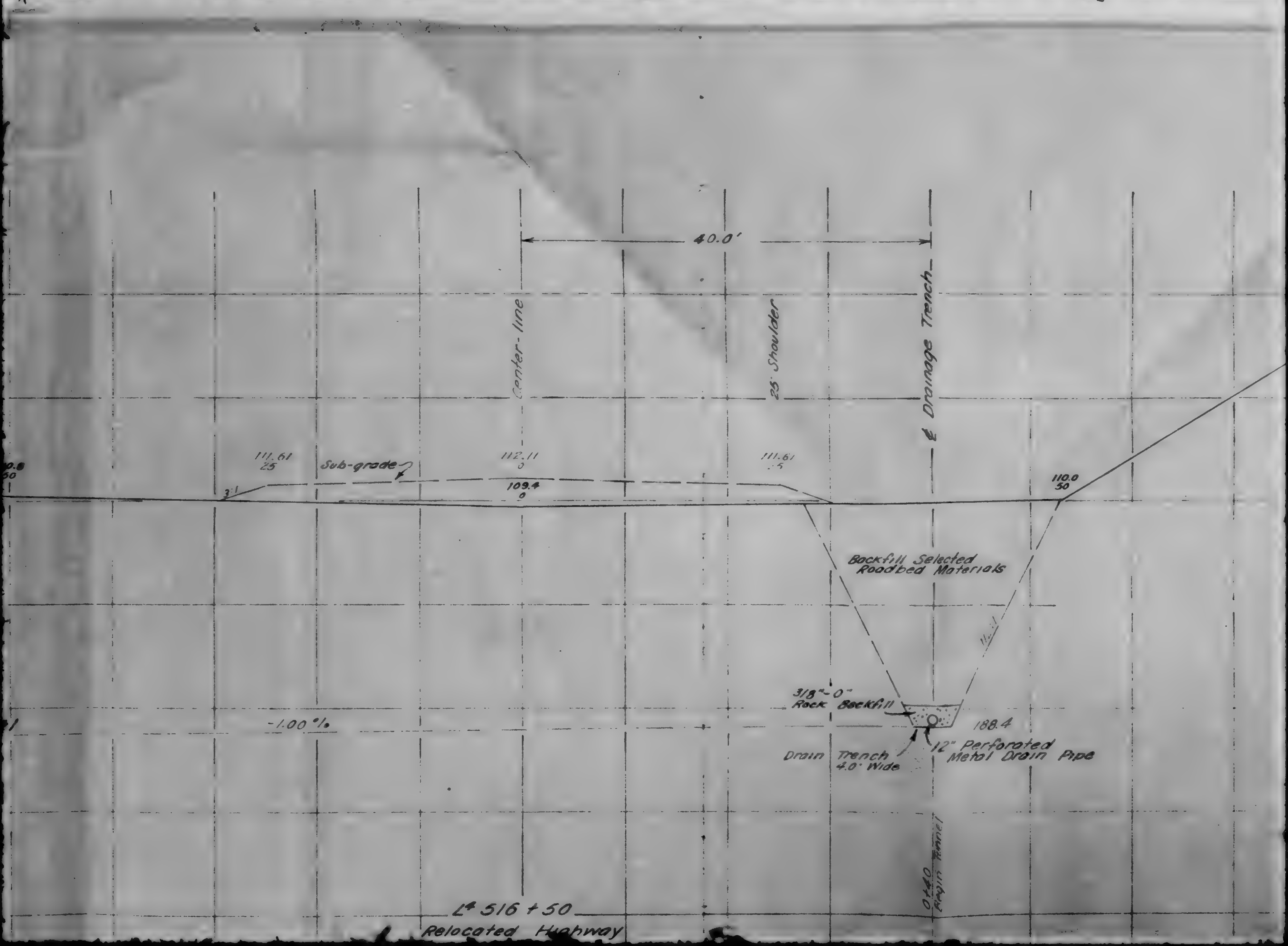
R.R. MILE POST 50.32 R.R. C.L. STA. 575+24
RELOCATED HWY. STA. L4-516+50

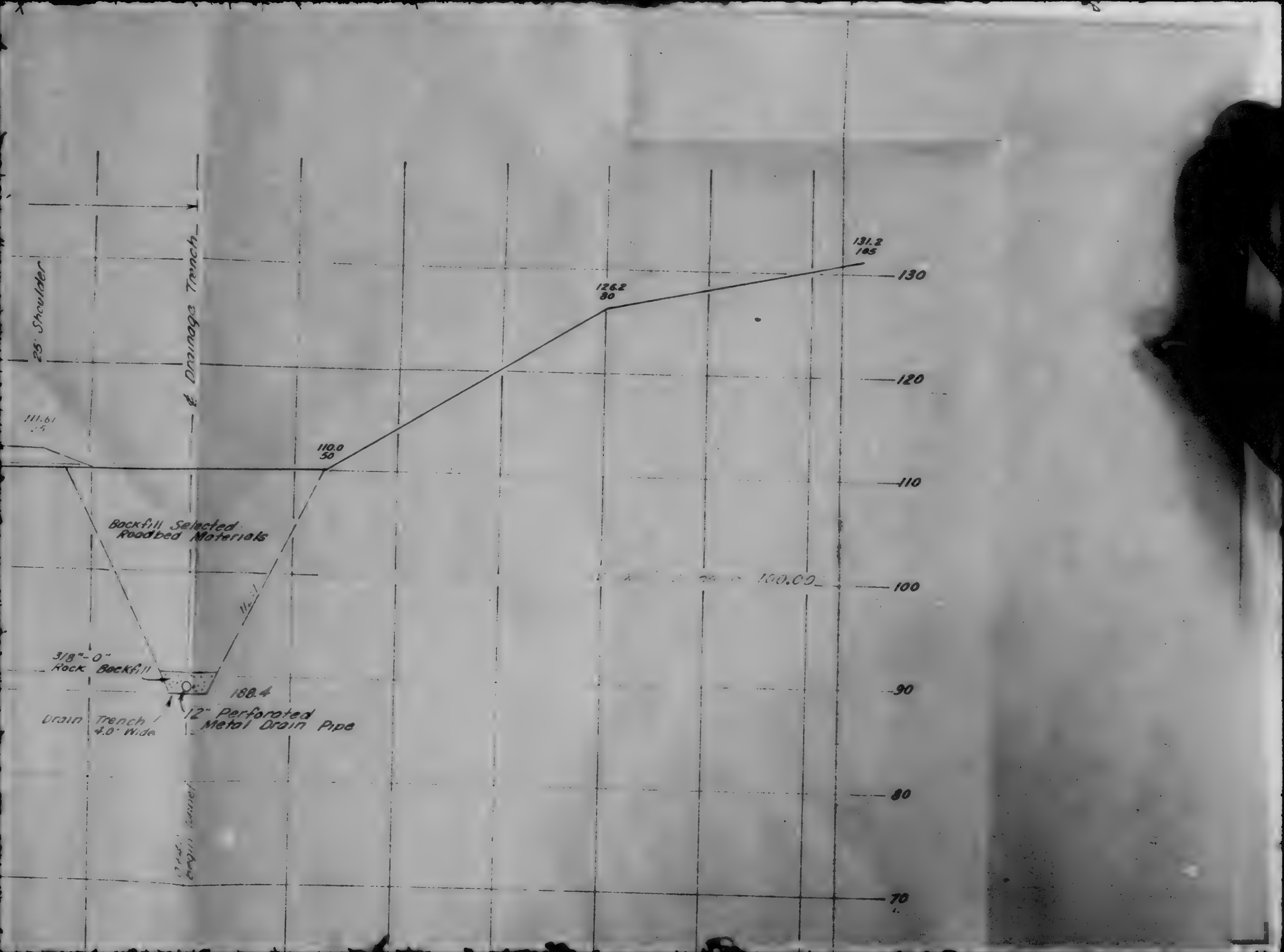
SCALE 1 IN.= 10 FT.


110
100
90
70
87.6
181
90.6
179
91.9
175
Open Drain Tre


87.6
181
90.6
179
91.9
175
Open Drain Trench
1+60
End of Tunnel
186.4
92.6
160
95.1
154
95.6
145
elev. 98.04
Base of Rail
97.9
140
Center-line Main Track
Center-line Passing Track
elev 98.14
Base of Rail
97.9
115
95.8
111
95.2
106
106.1
93
111.7
85
R.R. Station 575+24
Mile Post 50.32


Center-line Passing Track
elev 98.14
Base of Rail
97.9
115
95.8
111
95.2
106
106.1
93
111.7
85
Flow line Drainage Tunnel
111.0
63
℄ existing pav't
110.8
50
3:1
111.61
25
-1.00%
Sub-grade
112.11
0
109.4
0
Center-line
℄ 516 +
Relocated
℄


40.0'
Center-line
25' Shoulder
℄ Drainage Trench
111.61
25
Sub-grade
112.11
0
111.61
25
109.4
0
3:1
110.0
50
Backfill Selected
Roadbed Materials
1½:1
3/8"-0"
Rock Backfill
188.4
12" Perforated
Metal Drain Pipe
Drain Trench
4.0' Wide
-1.00 %
0+40
Begin Tunnel
℄ 516+50
Relocated Highway

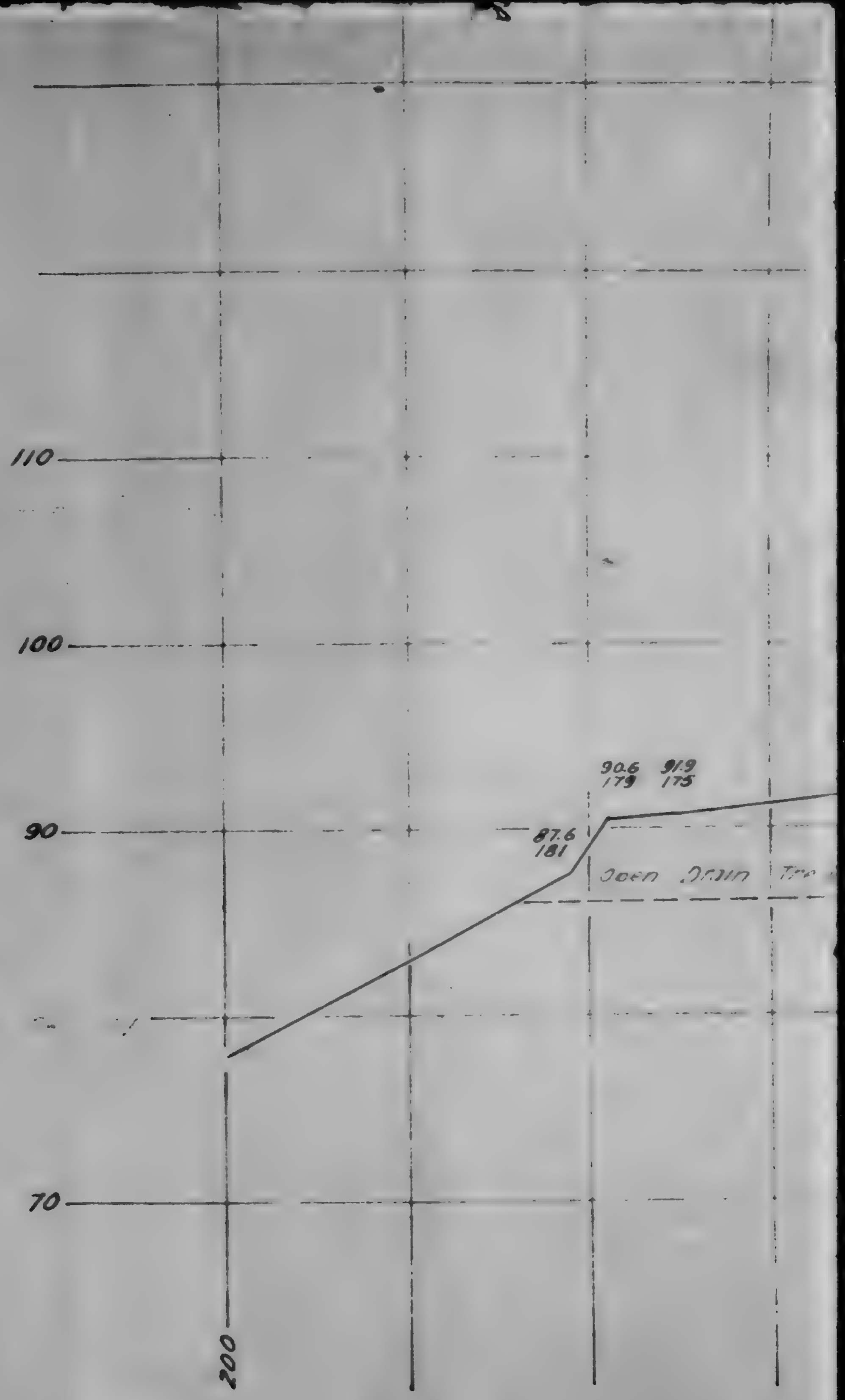

25' Shoulder
℄ Drainage Trench
111.61
.5
110.0
50
126.2
80
131.2
105
Backfill Selected
Roadbed Materials
1½:1
3/8"-0"
Rock Backfill
188.4
12" Perforated
Metal Drain Pipe
Drain Trench
4.0' Wide
Begin Tunnel
100.00
130
120
110
100
90
80
70

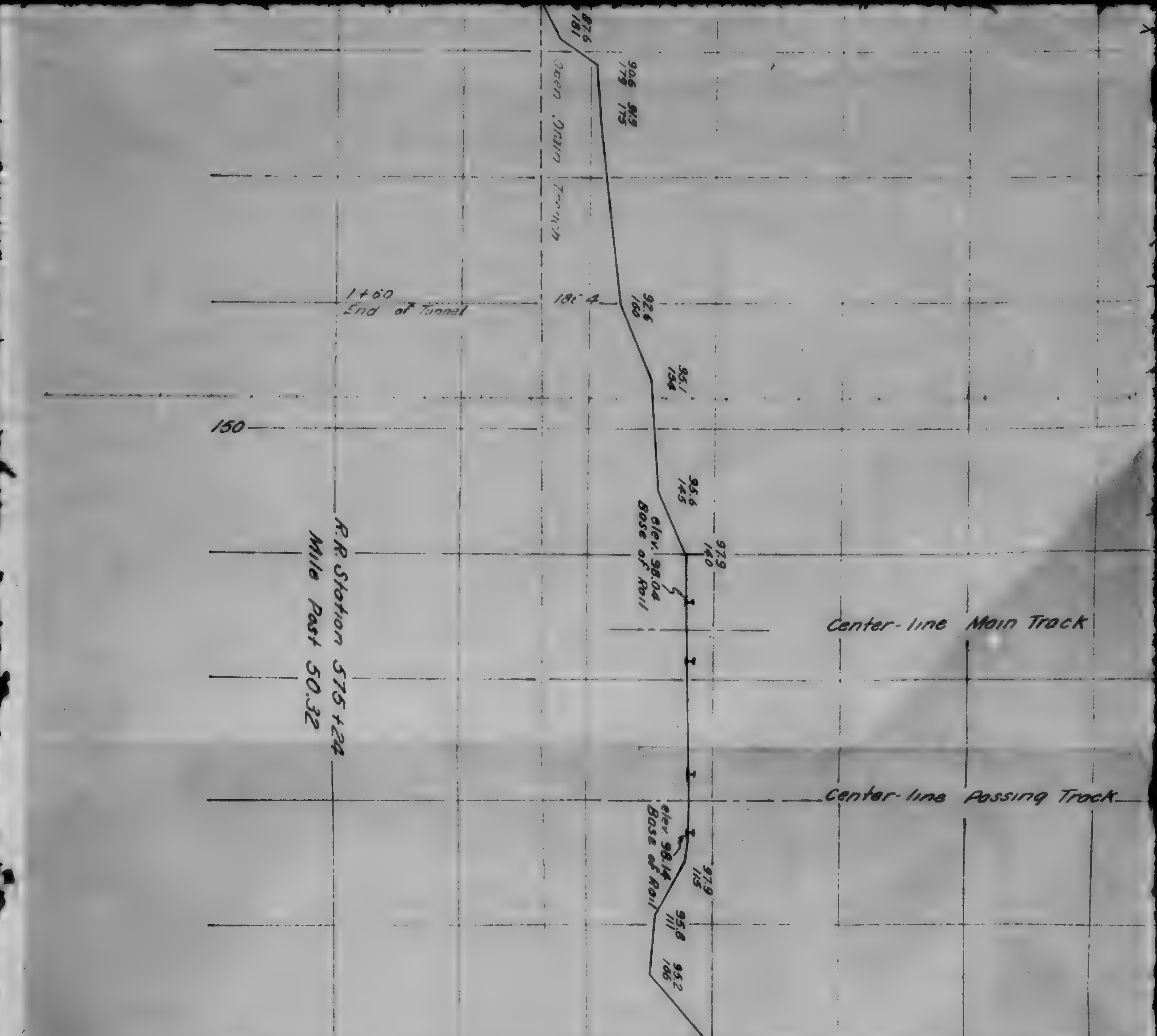
OREGON STATE HIGHWAY DEPARTMENT
COLUMBIA RIVER HIGHWAY – HOOD RIVER COUNTY

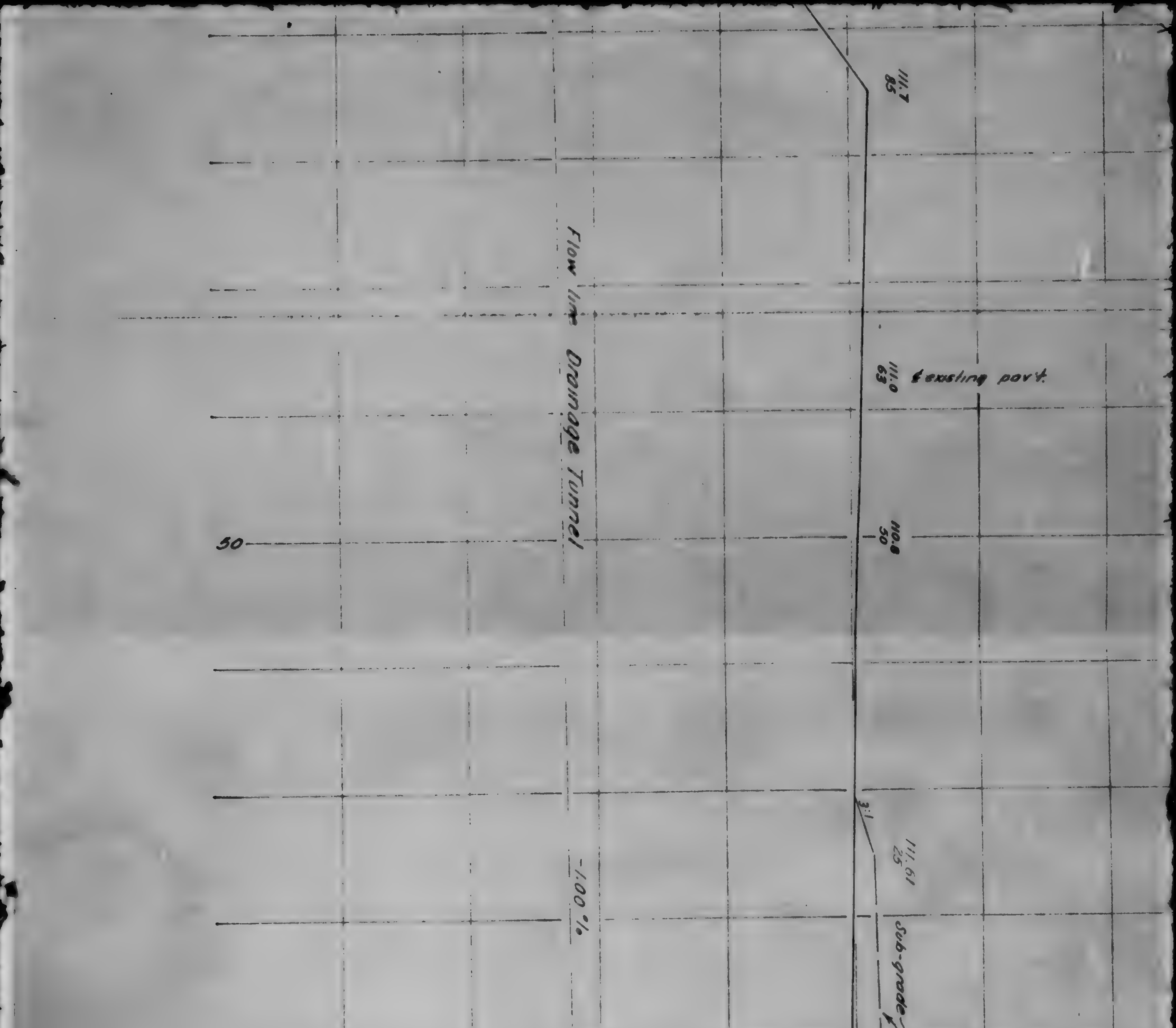
PROPOSED STANDARD DRAINAGE TUNNEL CROSS-SECTION

R.R. MILE POST 50.32 R.R. C.L. STA. 575+24
RELOCATED HWY. STA. L4-516+50

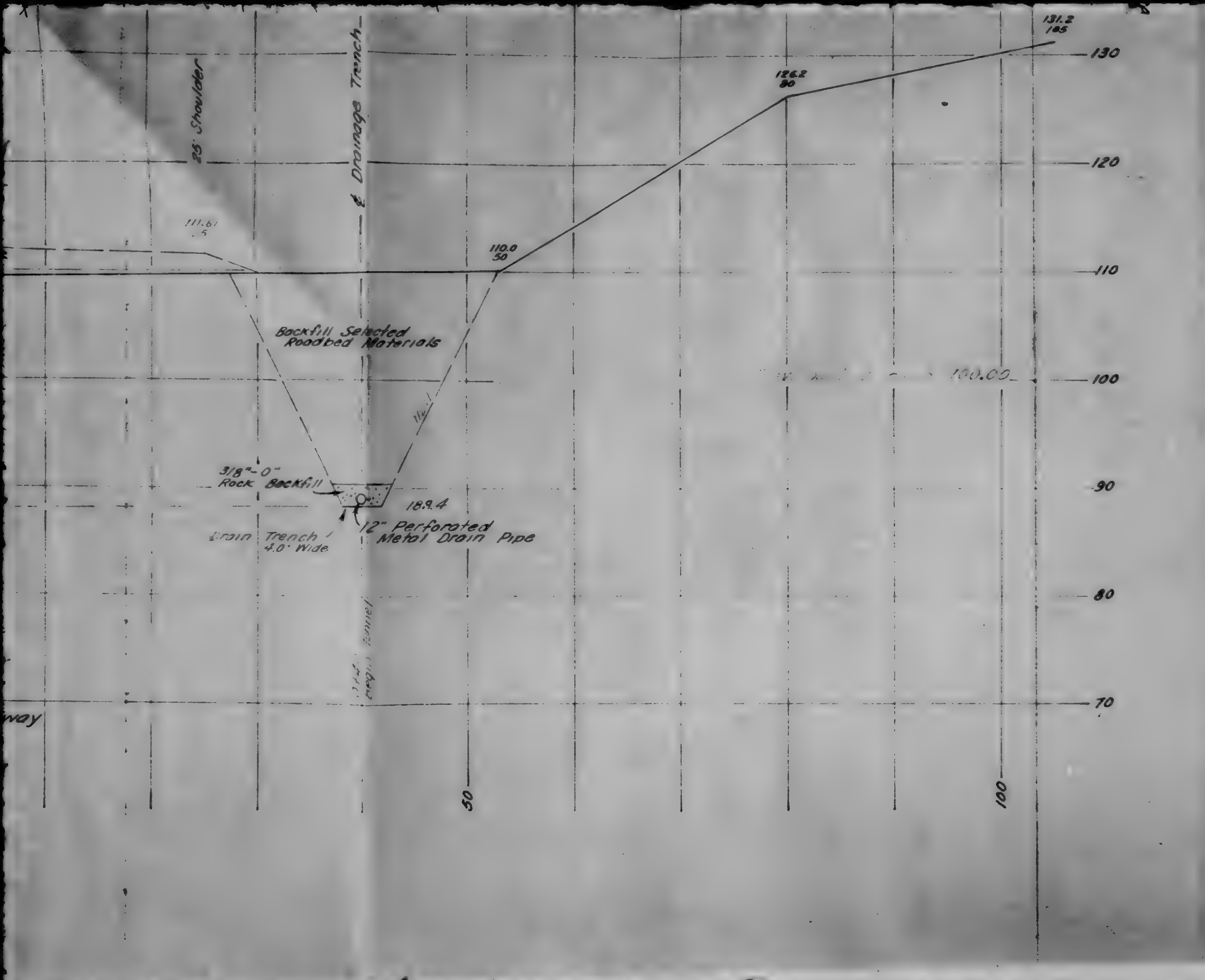
SCALE 1 IN. = 10 FT.


110
100
90
70
200
87.6
181
90.6
179
91.9
175
Open Drain


97.6
181
90.6
179
91.9
175
Open Drain Trench
1+60
End of Tunnel
186.4
92.6
160
95.1
154
150
95.6
145
elev. 98.04
Base of Rail
97.9
140
Center-line Main Track
R.R. Station 575+24
Mile Post 50.32
Center-line Passing Track
elev. 98.14
Base of Rail
97.9
115
95.8
111
95.2
106
100
106.1
93
111.7
85
Flow line Draina
111.0
63
℄ existing pav't.



Flow line Drainage Tunnel
-1.00 %
111.7
85
111.0
63
¢ existing pav't.
110.8
50
50
3:1
111.61
25
Sub-grade
¢ 516+50
Relocated Highway
¢
00
109.4
0
112.11
0
Center-line
111.61
25
25' Shoulder
3/8"-0"
Rock Bo
Drain
Tr
4.0


25' Shoulder
℄ Drainage Trench
111.61
.5
110.0
50
126.2
80
131.2
105
Backfill Selected Roadbed Materials
1½:1
100.00
3/8"-0" Rock Backfill
18.9.4
12" Perforated Metal Drain Pipe
Drain Trench 4.0' Wide
Begin Tunnel
way
130
120
110
100
90
80
70
50
100

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1951
FOR FILING

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[illegible]

October 1, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to plans for embankment around Shell Rock Mountain, Oregon Project BFI-174 (12), Gorton Creek-Warren Creek Section of the Columbia River Highway.

The approximate 1,100,000 cubic yards of embankment material will be obtained from the cut between Stations 534 and 557. Our test pits excavated in this material indicate that the material is definitely a talus type, which we consider equally as suitable as would be materials taken from Shell Rock slide itself. Other than that it does not contain such a large quantity of boulders, we consider the material equally as suitable as that used near Multnomah Falls area from the Oneonta borrow pit. Under the above conditions we feel the material is entirely suitable and that sufficient shrinkage factor has been provided.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

NOTED
W. C. WILLIAMS

September 25, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

REFERRED TO
Williams
By State Highway Engineer
Please Prepare reply

Dear Sir:

A review of the preliminary plans for Project BFI-174(12) Gorton Creek-Warren Creek Section of the Columbia River Highway shows a 1,100,000 cu. yd. cut between approximate stations 534 and 557, the material from which is to be used in constructing the relocated railroad embankment around Shell Rock Mountain. The railroad location lies in the Columbia River in depths of water reportedly ranging up to 100'. Material from the cut is reportedly common in character as determined from several vertical test pits extending 50' - 75' below ground surface.

Assuming conditions are as above stated, we are somewhat concerned with the adequacy of the available material for embankment purposes. While it is realized that the embankment slopes will be protected with rock riprap we are wondering what effect the water will have on these slopes during the interim before ripraping. Further, if the excavation material is common, much of it will be washed away upon dumping and that which will deposit will assume a flatter slope than the 1-1/2 to 1 as designed. Apparently, you have not taken these points into consideration as a normal dry land shrinkage factor on excavation of about 1.15 to 1 has been used.

Will you kindly comment on both the quantity of material available and its suitability for filling under water.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

IVED
OCT 2 - 1951
FOR FILING

September 28, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

On the Gorton Creek-Warren Creek Section of the revised Columbia River Highway we propose to put a deep trench parallel to our highway through Morgan's Lake in order to correct the slide condition in that vicinity, and in order to drain this trench it will be necessary to drive a tunnel under the existing highway and railroad. This tunnel will be at our Station 515 and cross underneath your railroad at that station. A plan layout of the proposed drainage work is being forwarded you under separate cover.

Will you kindly make the necessary arrangements so that our crew can drive this tunnel. It will be done by a State Highway crew and not the contractor's. This crew is very experienced in drainage tunnel construction, and after the tunnel has been driven we will place a pipe therein and backfill the tunnel.

We are certain that this work will be of material benefit in stabilizing the railroad grade in that vicinity.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR

cc Mr. H. G. Smith

CEIVED
OCT 4 - 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
891-174(12)
3602

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-174(12)
Gorton Creek-Warren Creek Section
of the Columbia River Highway
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

NOTED
W. C. WILLIAMS

Copy to [illegible]

CC - Division 8 Office

Williams

[illegible]
STATE HIGH[illegible]

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FOR FILING

[illegible]

[illegible]

September 7, 1951

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The following are the four temporary underpasses which we will need in order to place the material on the north side of the railroad during reconstruction of the Upper Columbia River Highway:

Gorton Creek-Warren Creek:

Station 555+50
Station 594+00

Warren Creek-Viento:

Station 718+00
Station 741+00

These passes may be designed similar to the ones built on the Hood River-Mosier Section, as those passes appear to be working satisfactorily.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. W. E. Chandler

RECEIVED
FOR FILING
[illegible] 194 [illegible]

August 30, 1951

Mr. L. W. Althof
District Engineer
Union Pacific Railroad
851 Pittock Block
Portland 5, Oregon

Dear Sir:

The encroachment map of the Gorton Creek-Viento Section of the Columbia River Highway has been revised in line with the conversations held in your office on July 25. A transparent copy of this map and three prints are being forwarded under separate cover.

In addition, cross sections from Station 556 to Station 595 were platted in two parts, and a transparent copy and three prints of each part are also being forwarded.

The date of the above encroachment map is August 17, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. H. G. Smith

BFI-174(12) Gorton Cr.-Warren Cr. Sec. 1957
of the Col. R. Hwy.
#3602 FINAL AUDIT

Salem, Oregon April 9, 1957

STATE OF OREGON

To Union Pacific Railroad Company
Omaha 2, Nebraska, Dr.

Project Shell Rock Mountain Section
(Gorton Cr.-Warren Cr. Sec.)
(Warren Cr.-Viento Sec.)

Highway Comm. Agreement No. 382

Sub-Division No.

Ry. Company's Agreement No. Audit 76863

Estimate No. 8-Final

Period Covered Entire job

Prefix & Acct. No. 14-1016
14-1017

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 590647	25626.11	25626.11	
550412	5089 .47	5089.47	
550414	7479.60	7479.60	
597353	26366.58	26366.58	
598991	6763.92	6763.92	
598989	7735.25	7735.25	
710321	109175.24	109175.24	
709211	311997.07	311997.07	
709211 - Cancel	-311997.07	-311997.07	
759075	242767.27	242767.27	
743913	24350.15		24350.15
790657	6015.76		6015.76
Totals	461369.35	431003.44	30365.91
Retained NO %		43100.34	43100.34
Total Payments	461369.35	387903.10	73466.25

Pay This Estimate $ 73466.25

Computed by

Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

Form 2552
12-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

APRIL 2, 1957

File Ref. D 315 - 2 - 37

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Wyeth-Viento Section, Columbia River Highway

Attached in quadruplicate is Railroad Company bill #790657 dated March 28, 1957 in the amount of $6,015.76 covering undercharges disclosed in joint audit with the Bureau of Public Roads of previous bills issued in connection with the captioned project.

Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

R. E. Haacke

R. E. Haacke,
Division Engineer

enc.

NOTED
G. S. PAXSON

RECEIVED
APR [illegible] 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
APR 4 1957
OREGON
STATE HIGHWAY COMMISSION

3-56 100M

Form 130 A

[illegible]

BILL NO. 790657

MONTH'S ACCOUNT [illegible]

[illegible] DEPT. NO. [illegible]

To UNION PACIFIC RAILROAD COMPANY, Dr.

DATE MADE MAR 28 1957 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

		FOR [illegible]			[illegible]	

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of track changes in connection with Columbia River Highway, Wyeth - Viento Section Oregon, constructed in new location 12969.6 ft. of new main track and 1471.1 ft. of new passing track, shifted onto new grade 3584.3 ft. of new main track and 565.1 ft. of passing track. Retire 13254.9 ft. of main track and 1252.5 ft. of passing track. Contract Audit No. 76863, dated Nov. 21, 1951. Our Work Order 6809 OW.

Undercharges as disclosed by joint audit with Auditor from Bureau of Public Roads Jan. 8, 1957.

Bill No. 759075
Mileage rental rate used for locomotives did not include cost of repairs.

	As Shown			Should Be		
Sheet No.	Miles	Rate	Amount	Miles	Rate	Amount
2	552	1.034	570.77	552	1.534	846.77
7	2406	1.034	2487.80	2406	1.534	3690.80
15	42	1.034	43.43	42	1.534	64.43
19	75	1.034	77.52	75	1.534	115.05
23	1041	1.034	1076.39	1041	1.534	1596.89
28	765	1.034	791.01	765	1.534	1173.51
32	963	1.034	995.74	963	1.534	1477.24
36	458	1.034	473.57	458	1.534	702.57
			6516.23			9667.26
						6516.23
						3151.03

Undercharge $3151.03

Bill No. 590647 - Sheet 14

	As Billed			Should Be		
No.	Days	Rate	Amount	Miles	Rate	Amount
2703	2	79.409	158.81	156	1.534	239.30
5400	3	79.409	238.23	216	1.534	331.34
5406	6	79.409	476.45	456	1.534	699.50
7016	1	79.409	79.41	78	1.534	119.65
7859	6	79.409	476.45	480	1.534	736.32
			1429.35			2126.11
						1429.35

Undercharge 696.76

Omitted Indirect Treating Costs
Bill No. 597353 - April 1952

1	50 ft. piling treated	680 BMft.
1	40 ft. " "	584 "
2	35 ft. " "	1022 "
1	30 ft. " "	438 "
		2724 BMft. @ 9.00 MBft. 24.52

Bill No. 710321 - Sept. 1952							
1	35 ft. pole treated	511	BMft.				
1	45 ft. " "	626	BMft.				
3	50 ft. " "	2040	"				
		3177	"	@ 9.00 MBft.		28.59	
	- Jan. 1953						
18	35 ft. poles treated	9198	"				
2	45 ft. " "	1251	"				
2	50 ft. " "	1360	"				
		11809	"	@ 9.00 MBft.		106.28	
	- April 1953						
5	30 ft. poles treated	438	"				
30	35 ft. " "	15330	"				
12	40 ft. " "	7008	"				
5	45 ft. " "	3128	"				
5	50 ft. " "	3400	"				
		29304	"	@ 9.00 MBft.		263.74	
	- May 1953						
2	50 ft. poles treated	1360	"	9.00 MBft.		12.24	
		Undercharge					$435.37
Cancel - Loss in Service life Credited to New Material							
	New Main Track				602.67		
	" " "				16.88		
	New Passing track				70.53	690.08	
As Charged:							
4500#	5/8 x 6 1/4 track spikes SH			C# 1.50	67.50		
Should Be							
	do			C# 4.20	189.00		
					121.50		
	5% Cost of Handling				6.08	127.58	
8866#	New bolts			C# 9.631	853.88		
1166#	SH "			C# 1.50	17.49		
	5% Cost of Handling				43.57	914.94	
						1732.60	
		Undercharge					$1732.60
					Total		$6015.76

Form 2552
12-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

APRIL 1, 1957

(File Ref. D 315 - 2 - 37)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Wyeth-Viento Section--
Columbia River Highway

Referring to your letter of September 5, 1956 to Mr. Vercoe concerning Railroad Company bill #743913 covering cost of restoring a portion of railroad embankment near MP 51 during June and July 1955:

The formula for billing cost of work performed by the Railroad Companies under G.A.M. 299 does not entirely reimburse the Railroads for indirect costs, such as supervision, but has been generally accepted by the Railroads because of the mutual benefit of improvements made under the Federal-aid program.

Agreement covering the relocation of the railroad and construction of the new highway in the vicinity of Shell Rock Mountain does not require the Railroad Company to conform to G.A.M. 299 in billing for the cost of work performed and while there is no specific benefit to the Railroad from that project, inasmuch as it was our understanding it was being constructed largely from Federal-aid funds, the billing for construction work was revised accordingly.

With respect to the extraordinary repairs during the maintenance period established by the contract and particularly with regard to the emergency repairs covered by bill #743913, it is felt the Railroad is entitled to full reimbursement for such expenditures. The bill as rendered carries no charge for supervision other than the 10% added to the labor costs although considerable supervision was required because of the conditions. It is felt that the bill as rendered conforms to Section 7(a) which clearly indicates the Railroad is not bound to the limitations of G.A.M. 299.

It is hoped the above explanation will enable you to process the bill for payment.

Yours very truly,

R. E. Haacke

R. E. Haacke,
Division Engineer

RECEIVED
APR 3 1957
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

RECEIVED
APR 3 1957
OREGON
STATE HIGHWAY COMMISSION

FORM E-125 50M REVISED 2-54

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 5, 1956

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Attention: W. B. Vercoe, Division Engineer

Gentlemen:

Re: Shell Rock Mountain section
D 315-2-37

Reference is made to your letter of August 13, 1956, concerning Bill 743913.

Our review of the bill indicates that it does not comply with billing requirements of Memo 299 in that a 10% surcharge is made on labor items, a 10% surcharge is made for a part of the material billed and that the billing for riprap should be on a separate basis for material and freight.

Your attention is directed to our letter of October 24, 1955, wherein we took exception to two methods of billing for work under one agreement and your subsequent action in connection with your Bills 709211 and 75075 (see your letter of July 19, 1956), and similar action taken on bills for work on the Wygant Park-Hood River Section.

We feel that, while Bill 743913 covers a different phase of the work than the above-mentioned bills, it was done under the same agreement and that the interpretation of the agreement should be the same for all work done under the agreement and further, that the same billing regulations should govern.

Will you please reconsider our original request of May 23, 1956 and revise the bill accordingly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

CAG/mm

cc: C. A. Gardner

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

AUGUST 13, 1956

(File Reference: D 315-2-37)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer.

Dear Sir:

Re: SHELL ROCK MOUNTAIN

Referring to your letter of May 23d to Mr. Kidder, concerning Railroad Bill No. 743913 covering costs of restoring a portion of the railroad embankment near MP 51 during June and July 1955:

Railroad Bill No. 743913 was prepared in the usual manner of bills covering services performed for individuals and other Companies. It is thought the bill as prepared fairly represents the Railroad's costs in handling emergency work, which in this case was the replacement of a portion of the roadbed that had eroded so close to the track as to threaten operations. The bill as prepared, it is believed, conforms to the provision of Section 7(a) of the construction and easement agreement.

With this explanation of the Railroad's views of the matter, it is hoped you will be in a position to approve the bill for payment.

Yours very truly,

W. B. VERCOE,
Division Engineer

RECEIVED
1 7 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123 80M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 23, 1956

6

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

Re: Shell Rock Mountain Sec.
State/Railroad Agreement
November 21, 1951

Your Omaha office has forwarded their Bill 743913 (copy attached) covering cost of repairing embankment at M.P. 51.00. Our review of the bill indicates that the bill is not made up in accordance with Memorandum 299 as we are billed for 10% supervision on labor items. Section 6 (b) of the agreement provides for payment for "unusual maintenance," but no method of billing is set up. It is our opinion that billing for work of this nature should be in accord with Section 7 (a) of the agreement. Will you please have the bill revised to conform to Memorandum 299.

Reference is made to our letter of October 24, 1955, wherein we took exception to the method of billing for track work under this agreement. We have heard nothing from you concerning this, other than your letter of November 2, 1955. We are still holding payment on the entire bill, $311,997.07.

We have two inquiries from Mr. L. V. Peart, Auditor of General and Station Accounts, concerning payment on the $311,997.07 bill and have not answered them as we were waiting for a reply to our October 24 letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By /S/

G. S. Paxson
Assistant State Highway Engineer

RECEIVED
MAY 24 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

CAG/dp

Attached

cc L. V. Peart
C. A. Gardner

7

NOTE TO MR. PEART: Above will answer your inquiries concerning Bill 709211. Bills 719711 and 669982 were forwarded to our auditor for payment of 90% of amount billed on May 21. Bill 669984 is being processed for payment.

FORM E30—50M—2-58—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 21st, 1956

SUBJECT:

To: P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Under date of April 4, 1956 you forwarded three copies of the Union Pacific Company bill No. 743913, together with copy of E. F. Kidder's letter of March 27, 1956, transmitting this bill to Mr. R. H. Baldock. This billing covered repairs to the railroad's Shell Rock fill caused by extremely heavy winds from the northwest, which caused heavy wave action and embankment sloughing during the period of high water in the Columbia River at this point from June 12, 1955 until about June 14, 1955. Major trouble to the railroad embankment occurred between about our Station 560 and 575, and this embankment wash in places extended to within a few feet of the end of the cross ties.

The railroad company initially sand bagged the danger spots and then hauled riprap from their Chatfield Quarry to refill the washouts and bring the railroad fill back to original cross section. I was initially advised of this situation Monday morning, June 13th, 1955, and I went to Shell Rock that morning where I met Division Engineer Kidderof the Union Pacific, and went over with him the work that he felt was necessary. I am enclosing herewith copy of E. F. Kidder's letter of June 14, 1955 to myself, and copy of my letter of June 21st to Mr. Forrest Cooper. You will note from Mr. Kidder's letter that the railroad company expected to bill the Highway Commission under Section 6-B of the construction and easement agreement dated November 21, 1951 between the State and the Railroad Company for this section.

No trouble has been experienced with this section of the railroad fill from the time it was constructed until this damage was reported. Strong winds in the Shell Rock area usually come from the east. In this case a strong wind from the west with the river at flood stage seems to be the cause of this occurrence. I believe the railroad fill has been well reinforced, and a recurrence of this condition is not at all likely. Copies of the approved bill are returned herewith. If the project is still open, I presume that this work should be charged against the original contract.

A. G. SKELTON
Division Engineer

RECEIVE
MAY 2[illegible] 1956

AGS:w
Encl.
cc: Forrest Cooper
Extra

FORM E-30X—37,800—2-55—92987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 21st, 1956

SUBJECT:

To: I. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

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The railroad company initially sand bagged the danger spots and then hauled riprap from their Chatfield Quarry to refill the washouts and bring the railroad fill back to original cross section. I was initially advised of this situation Monday morning, June 13th, 1955, and I went to Shell Rock that morning where I met Division Engineer Kidderof the Union Pacific, and went over with him the work that he felt was necessary. I am enclosing herewith copy of E. F. Kidder's letter of June 14, 1955 to myself, and copy of my letter of June 21st to Mr. Forrest Cooper. You will note from Mr. Kidder's letter that the railroad company expected to bill the Highway Commission under Section 6-B of the construction and easement agreement dated November 21, 1951 between the State and the Railroad Company for this section.

No trouble has been experienced with this section of the railroad fill from the time it was constructed until this damage was reported. Strong winds in the Shell Rock area usually come from the east. In this case a strong wind from the west with the river at flood stage seems to be the cause of this occurrence. I believe the railroad fill has been well reinforced, and a recurrence of this condition is not at all likely. Copies of the approved bill are returned herewith. If the project is still open, I presume that this work should be charged against the original contract.

RECEIVED
MAY 2[illegible] 1956

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Forrest Cooper
Extra

14-09

NOTED
F. L. YOUNG

Portland, Oregon
June 21st,1955

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

I am enclosing herewith letter dated June 14, 1955 from Mr. E. F. Kidder, Division Engineer for the Union Pacific. Mr. Kidder advises of trouble experienced by the Union Pacific on the west end of the Shell Rock fill section. There was considerable wash on the railroad embankment due to a strong westerly wind and wave action. This damage occurred on June 12-13. I met Kidder at the site on Monday the 13th, and at that time it was his estimate that there would be somewhere in the neighborhood of 7,000 to 7,500 yards of riprap from their Chatfield Quarry that would be needed to repair the wash.

You will note from Kidder's letter, that the railroad company expects to bill the state for the cost of restoring the embankment, in accordance with the construction easement agreement dated November 21, 1951, covering this section. I have been unable to locate a copy of this agreement in our office.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.

RECEIVED
MAY 22 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

C O P Y

UNION PACIFIC RAILROAD COMPANY

JUNE 14, 1955

(File Ref. D 315-2-37)

Mr. A. G. Skelton,
Division Engineer
Oregon State Highway Department
P.O. Box 4699
Portland 2, Oregon

Dear Sir:

Re: Gorton Creek - Warren Creek Section,
Columbia River Highway

The Railroad is experiencing trouble on the Shell Rock Mountain embankment over about a half-mile reach, east of Railroad M.P. 51, of which you were advised by telephone.

This trouble became critical last Sunday, when it was found several places had sloughed away leaving dangerous, vertical faces, as much as 10 feet high, close to the track.

Repairs were immediately started with rock from our Chatfield Pit. It is expected the cost of restoring the embankment at the several places will be billed the Highway Department, under Section 6(b) of the construction and easement agreement dated November 24, 1951, between the State and the Railroads.

Yours very truly,

E. F. Kidder,
Division Engineer

RECEIVED
MAY 22 1956
OREGON STATE HIGHWAY COMMISSION

Baldock
Williams
Paxson
Stiffler

Accounting
Bridge
Construction
County & City
Laboratory
Landscape
Legal
Maintenance
Office Engr.
Parks
Permits
Personnel

Radio
Right of Way
Secretary
Shops
Signs
Traffic
Travel
Weighmaster
Files
Mail
Division ☑

NOTED
A. G. SKELTON

Att. [illegible]

From [illegible]

S. P. D 86186

FORM E-100X 50M 6-55

6831

CONFIRMATION MEMO

To [illegible] DATE [illegible]

[illegible]

RECEIVED
MAY 28 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

SIGNED [illegible]

PLEASE REPLY HERE

To DATE

RECEIVED

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY-PORTLAND

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MARCH 27, 1956

(File: D 315-2-37)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Gorton Creek-Warren Creek Section,
Columbia River Highway

Last June the Railroad experienced trouble with sloughing embankment around Shell Rock Mountain (M.P. 51) to the extent that immediate repairs were made necessary. Advice of this trouble was given to Division Engineer Skelton by my letter of June 14th.

Attached in quadruplicate is Union Pacific Railroad Company bill No. 743913 dated March 22, 1956 in the amount of $24,350.15 covering the expenses incurred by the Railroad in rehabilitating the embankment as provided in Section 6(b) of the construction and easement agreement between the State and the Railroads, dated November 21, 1951.

Please review the bill and if satisfactory place in line for payment.

Yours very truly,

E. F. Kidder,
Division Engineer

enc.

RECEIVED
MAY 22 1956
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 30 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

10% surcharge on labor
[illegible] as "Supervision"

*

[illegible].9 5
[illegible] 1.[illegible]
5 [illegible].7 [illegible]
→ [illegible] *

10% surcharge on a
portion of [illegible] material
[illegible]

[illegible] 1 [illegible] 1
→ [illegible] 1.[illegible] 1 *

Also — freight [illegible]
[illegible] rate — should
be [illegible] rate
[illegible] to
check possible [illegible]

1-54-100M

Form 130 A

State of Oregon,
Highway Department,
Salem, Oregon
% C. B. Lisher - Albina

BILL NO. 743913

MONTH'S ACCOUNT 3-1956

JP DEPT. NO. 2241

DATE MADE MAR. [illegible] 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR expenses incurred by UPRR Co. during the month of June and July1, 1955 to protect tracks at or near M.P. 51 east of Wyeth, Oregon, due to high water as per detail attached.	24350	15

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expenses incurred by the UPRR Co. to protect tracks at or near M.P. 51 east of Wyeth, Oregon due to high water.

June 1955

Pay Roll - Extra Gang 748 Ernest Oaks, Foreman
Place sand bags and Rip Rap to protect track

Foreman	8	hours (8/176)	@$364.71 mo.	$16.58	
"	11	"	@ 3.145 hr.	34.60	
Laborers	200	"	@ 1.529 "	305.80	
"	275	"	@ 2.295 "	631.13	
Truck Driver	8	"	@ 1.745 "	13.96	
	502 hours				$1002.07

Pay Roll - Extra Gang 750 M. S. Rettig, Foreman
Filling sand bags and placing same along river side of track to prevent washout

Foreman	4	hours (4/176)	@$364.71 mo.	8.29	
	5	"	@ 3.145 hr.	15.73	
Mat'l Clerk	4	"	@ 321.76 mo	7.31	
	5	"	@ 2.77 hr.	13.85	
Truck Driver	4	"	@ 1.745 hr.	6.98	
	5	"	@ 2.62 "	13.10	
Laborers	104	"	@ 1.529 "	159.02	
	130	"	@ 2.295 "	298.35	522.63
	261				

Pay Roll - Spreader Ditcher 0454, J. E. Queirolo, Operator
Unloading Rip Rap between Hood River and Wyeth.

Operator	64	hours	@ 2.021 hr.	129.34	
	15	"	@ 3.03 "	45.45	174.79

Pay Roll - Loco Crane 0287 Norman W. Weis, Operator
Unloading Rip Rap MP 51 1/2

Operator	40	hours	@ 2.021 hr.	80.84	
	41½	"	@ 3.03 "	125.75	
Helper	40	"	@ 1.685 "	67.40	
	41½	"	@ 2.53 "	105.00	378.99

Pay Roll 713 Section 10 Frank Strader, Foreman
Unloading Rip Rap with Work Train

	260	hours	@ 1.8095 hr	470.47	

Pay Roll 713 Section 11 Earl J. Metsker, Foreman
Unloading RR subgrade at MP 51 1/2

	226	hours	@ 1.684 hr.	380.58	851.05

Vacation Allowance 4% of $2929.53	117.18		
Paid Holidays 2% of $2929.53	58.59		
Health & Welfare Benefits 1% of 2929.53	29.30		
Supervision 10% of 2929.53	292.95		
Federal Excise and Unemp. Insurance Taxes Paid 6% of 3105.31	186.32	684.34	3613.87

Form 4967 and 4968

	Loco No.	Miles Traveled	Time	Trainmen Wages	Enginemen Wages	
June 12, 1955	1329	50	16 hrs.	158.66	76.71	
			DH	10.67	15.35	
June 13, 1955	1329	46	12'40"	105.12	57.37	
			DH	15.08	28.61	
			DH	56.21		
June 14, 1955	1329	89	15'30"	135.46	73.94	
June 15, 1955	1329	89	15'45"	137.72	75.17	
June 16, 1955	1329	89	15'15"	134.55	72.41	
June 17, 1955	1329	113	16 hrs.	142.54	76.71	
			DH	42.50	28.61	
June 20, 1955	1559	93	12 hrs.	108.84	53.69	
			HAHT	4.97	28.61	
June 21, 1955	1559	93	14' 5"	133.09	65.66	
			DH	16.50		
June 22, 1955	1559	93	12'30"	114.43	56.45	
			DH	16.50		
June 23, 1955	1559	93	12'30"	104.89	56.45	
			DH	13.71		
June 24, 1955	1559	93	15'30"	137.38	71.79	
June 27, 1955	1429	97	12'15"	102.62	55.22	
			DH	13.65	28.61	
June 28, 1955	1429	92	11'45"	96.93	52.16	
June 29, 1955	1429	92	10'30"	83.81	45.10	
June 30, 1955	1429	98	13 hrs.	110.61	59.52	
July 1, 1955	1429	115	9'45"	75.82	40.81	
			DH		28.61	
		1435mi.	215 hrs	2072.26	1147.56	
	Vacation Allowance					
		4% of 2072.26			82.90	
		4% of 1147.56			45.90	3348.62

Supervision 10% of 3219.82	321.98
Federal Excise and Unemployment Insurance Taxes Paid 6% of 3348.62	200.92
Rental of Diesels- 215 hrs. @ 1.0725 hr.	230.59
Repairs & Supplies-215 hrs. @ 3.85 hr.	827.75
Rental of Caboose 16 days @ 3.15 day	50.40
Trackage - 1435 Miles @ 2.25 miles	3228.75

ML

Diesel Oil

June 1955 (Diesel 1329 $\frac{x476}{xx2190}$ of 4975xxx = 1081 gal.
June 1955 (Diesel 1559 $\frac{x465}{xx5928}$ of 11703xxx = 918 gal.
June 1955 (Diesel 1429 $\frac{x379}{xx8118}$ of 14118xxx = 659 gal.
} Total 2658 gal.

July 1955 (Diesel 1429 $\frac{x115}{xx9632}$ of 18807xxx = 225 gal.

x Total Miles traveled this Job
xx Total Miles traveled during Month
xxx Total Gal. Diesel Oil used during Month

2658 gal. @ .0934 gal.		248.26		
225 " @ .0933 gal.		20.99	269.25	
Freight St. Johns to Hood River, Oregon				
20651 lbs. @ .13½ Cwt.		27.88		
Plus Freight Increase 15% of 27.88		4.18	32.06	
				8510.32
Wages of Trainmen used with Crane 0287				
June 13, 1955		65.88		
	DH	60.11		
June 14, 1955		48.08		
	DH	60.11		
June 15, 1955		55.67		
	DH	42.50		
June 16, 1955		70.65		
	DH	22.65		
June 17, 1955		45.29		
	DH	56.62	527.56	
Vacation Allowance 4% of 527.56			21.10	
Supervision 10% of 527.56			52.76	
Federal Excise and Unemployment Insurance Paid - 6% of 548.66			32.92	634.34
Rental of Equipment				
Locomotive Crane 0287 - 25 Ton				
5 days @ 35.00 day			175.00	
UP 09512 Outfit Car 30 days				
UP 01410 " " 30 "				
60 days @ 3.15 day = 189.00				
This jobs proportion $\frac{163 \text{ hrs.}}{408\frac{1}{2} \text{ hrs.}}$ of 189.00			75.41	250.41
Spreader Jordan 0454 8 days @ 25.00 day				200.00

Extra Gang 748			
International 1½ Ton Truck 1 day @ day		6.00	
9 Outfit Cars 30 days ea. @ 3.15 day	850.50		
2 Revenue Cars 30 days ea. @ 2.40 day	144.00		
	994.50		
$\frac{502}{7243}$ of 994.50		68.93	74.93
Extra Gang 750			
Chevrolet 2 Ton Truck 1 day @ day		8.00	
18 Outfit Cars 30 days ea. @ 3.15 day	1701.00		
9 Revenue cars 30 days ea. @ 2.40 day	648.00		
	2349.00		
$\frac{261}{7608}$ of 2349.00		80.58	88.58
Section 10			
Motor Car $\frac{260}{1617}$ of 20.00 Mo.			3.22
Section 11			
Motor Car $\frac{226}{1647}$ of 20.00 Mo.			2.74
Personal Expenses			
Voucher E 595647 - W. B. Talbott		30.00	
Voucher E 582832 - John B. Landers		16.20	
Voucher E 597545 - John E. Queirolo		61.00	
Voucher E 580918 - N. W. Weis		17.85	125.05
296 Cars Rip Rap from Chatfield Quarry via Work Train @ 35.842 Car			10609.23
Form 4205 No. 526			
3000 Burlap Sacks @ .07 each		210.00	
17 Bdls. Binding Twine @ .30 Bdl.		5.10	
Plus 10% of 215.10		21.51	236.61
Freight - Albina to Hood River -			
165 lbs. @ .45 Cwt.		.74	
Plus Freight Increase 15% of .74		.11	.85
			24350.15

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

January 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Re: Gorton Creek-Warren Creek Section
F.A.P. No. Ore. BFI 174-12
Warren-Viento Section
F.A.P. No. Ore. BFI 174-13

Attached is a copy of a letter from Mr. W. V. Buck, Regional Engineer, in regard to the audit and all the documents that were submitted in your request of August 2, 1956 are returned herewith.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Office Engineer

Attachments

RECEIVED
JAN 31 1957
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JAN 30 1957
OREGON
STATE HIGHWAY COMMISSION

08-35 January 30, 1957

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State Highway Engineer
Salem, Oregon

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C. G. POLK
District Engineer

By

A. F. WESTER
Office Engineer

Attachments

05-00

BUREAU OF PUBLIC ROADS

Office Memorandum · UNITED STATES GOVERNMENT

TO Mr. C. G. Polk, District Engineer
Salem, Oregon

DATE January 23, 1957

FROM W. V. Buck, Regional Engineer
Kansas City, Missouri

SUBJECT: Oregon Projects NFI-174(12) and NFI-174(13)

Reference is made to your memorandum of August 3, 1956 transmitting the State of Oregon's request for the audit of the following Union Pacific Railroad Company bills:

590647	$ 25,626.11
597353	26,366.58
550412	5,089.47
550414	7,479.60
598991	6,763.92
598989	7,735.25
710321	109,175.24
759075	242,767.27

The cost of the work covered by these bills is non-participating in Federal funds.

The records of the railroad have been examined and the audit has disclosed a number of errors both of commission and omission. The following are a few examples which are noted on bills:

1. Charge for repairs, supplies and depreciation locomotives on a daily rate rather than actual hours of use - Undercharge.

2. Improper charge for firemen attending safety meeting. - Negligible overcharge.

3. Improper charge for engine watchman included in time claimed for enginemen..

4. Pro-rata charges for enginemen and trainmen deheading from project site has been deleted from amounts claimed. Since the necessity of this deheading is generated by the project it is a proper charge.

5. Loss of service life improperly claimed on cross arms retired and replaced.

6. Charge has been made for 15% loss of service life on piling used in temporary structures. Records do not indicate that it was recovered. An apparent undercharge of approximately $1,520.00. It is also questionable if all the hardware used was recovered in serviceable condition.

Cont.

7. The railroad has not allowed credit for the materials retired from old tracks and replaced in new tracks in accordance with PAPM 30-3. Allowance has been made for "reasonable salvage value" in accordance with Section 4-(f) of the State-Railroad agreement and presumably satisfactory to the State. It is believed that the State is in a position to review the credits allowed and make any adjustments that they may desire. Duplicate copies of the records showing materials used and released are understood to be on file in the Railroad's Division offices in Portland.

Unless it is proposed to adjust the credit allowed for materials retired and replaced, it is believed that a revision of the bills in conformance with PAPM 30-3, would result in a sizeable credit to the railroad.

The bills together with the contract are returned herewith.

Attachments

RECEIVED
JAN 31 1957
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-129 80M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 6, 1956

Union Pacific Railroad Company
1416 Dodge Street
Omaha 2, Nebraska

Attn: Mr. L. V. Peart, Auditor of General & Station Accounts

Dear Sir:

RE: Shell Rock Mountain Section Agreement
Audit 7[illegible]3

This is in answer to your inquires of February 14, and August 20, concerning bills for work done on the above project. All of the bills listed were submitted to the Bureau of Public Roads for audit on August 2, 1956. Mr. A. B. Vercoe, Division Engineer at Portland, was advised as to this action on the same date the bills were submitted to the Bureau. No further action will be taken towards final settlement on these bills until such time we receive the Bureau's audit report.

Very truly yours,

P. M. Stephenson
Bridge Engineer

CAG/cs

FORM E-123 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 2, 1956

Mr. C. E. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

RE: Gorton Creek-Warren Creek Section
F.A.P. No. Ore. BFI 174-12
Warren-Viento Section
F.A.P. No. Ore. BFI 174-13

We are submitting Union Pacific Railroad Bills No. 590647, 550412, 550414, 597353, 598991, 598989, 710321, and 759075, which comprise final billing for railroad work on the above project for audit. A copy of State Railroad Agreement No. 382, dated November 21, 1951, is submitted for the auditor's use. If he needs any additional information, such as project plans or contract in making the audit, please advise and we will forward them immediately.

All of the data submitted is a part of our office file we would appreciate return of same when the audit is complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/kcs
cc: C. A. Gardner

FORM E-126 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 2, 1956

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

ATT: Mr. W. B. Vercoe, Division Engineer

Gentlemen:

RE: Gorton Creek-Warren Creek and
Warren Creek-Viento Sections
Columbia River Highway
File Ref. D315-2-37

We are this date, preparing and forwarding to our auditor for payment an estimate that will pay 90% of your Bill No. 759075. In addition we are submitting your Bills No. 590647, 550412, 597353, 550414, 598991, 598989, 710321, and 759075, all for work on the above section, to the Bureau of Public Roads for audit. We will advise you as to results of the audit as soon as it is received from the Bureau of Public Roads. Mr. Peart of your Omaha office has made several inquires concerning these bills and we would appreciate your advising him as to their present status.

On May 23, 1956 we returned your Bill No. 743913 for correction similar to that made on Bill No. 709211. When can we expect submission of the corrected bill?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/kcs

7

RECEIVED

Salem, Oregon August 2, 1956

STATE OF OREGON

To Union Pacific Railroad Company Omaha 2, Nebraska, Dr.

Project Shell Rock Mountain
Gorton Cr.-Warren Cr. Section
Warren Cr. - Viento Section

Ry. Company's Agreement No. Audit 76863

Period Covered

Highway Comm. Agreement No. 382

Sub-Division No.

Estimate No. 7

Prefix & Acct. No. 14-1016
14-1017

Item	Total Amount to Date	Previous Amount	Present Amount
Bill 590647	25,626.11	25,626.11	
550412	5,089.47	5,089.47	
550414	7,479.60	7,479.60	
597353	26,366.58	26,366.58	
598991	6,763.92	6,763.92	
598989	7,735.25	7,735.25	
710321	109,175.24	109,175.24	
709211	311,997.07		311,997.07
Bill 709211 Cancel per U. P. Letter 7/19/56	-311,997.07		-311,997.07
Bill 759075	242,767.27		242,767.27
Totals	431,003.44	188,236.17	242,767.27
Retained 10 %	43,100.34	18,823.62	24,276.72
Total Payments	387,903.10	169,412.55	218,490.55

Computed by

Checked by

Pay This Estimate $ 218,490.55

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JULY 19, 1956

File Ref. D 315 - 2 - 37

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Gorton Creek - Warren Creek
Warren Creek - Viento Section
Columbia River Highway

Attached in quadruplicate is Railroad Company bill No. 759075 dated July 13, 1956 in amount of $242,767.27, covering the cost of track changes in connection with the above sections of highway work.

This billing has been revised pursuant to the objections raised in your letter to Mr. Kidder, October 24, 1955, and replaces bill No. 709211 dated June 8, 1955.

Please review the attached bill and if satisfactory place in line for payment.

Very truly yours,

W. B. VERCOE,
Division Engineer

enc.

5 55 100M

Form 130 A

State of Oregon
State Highway Commission
Salem, Oregon

BILL NO. 759075

MONTH'S ACCOUNT July 1956

JF DEPT. NO. 5339

DATE MADE JUL 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost of track changes in connection with Columbia River Highway, Wyeth-Viento Section Oregon. Constructed in new location 12969.6 ft. of new main track and 1471.1 ft, of new passing track, shifted onto new grade 3584.3 ft. of new main track and 565.1 ft. of passing track. Retired 13254.9 ft. of main track and 1252.5 ft. of passing track. Contract Audit No. 76363, dated Nov. 21, 1951. Our Work Order 6809 OW. Sept. 1952 to July 1953.

Detail attached
Revised - Final Billing

242767	27

The records supporting the charges in this bill are located in the office of the Auditor of Disbursements, Omaha, Nebr.

[illegible] 315 150 394 12
[illegible] 315 92 372 15

G. 7 [illegible]

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of Track Changes for State of Oregon

Wyeth - Viento Section, Oregon
(Shell Rock Mountain)

Constructed in new location 12969.6 ft. of new main track and 1471.1 ft. of new passing track.
Shifted onto new grade 3584.3 ft. of new main track, and 565.1 ft. of passing track.
Retired 13254.9 ft. of main track and 1252.5 of passing track.
Contract Audit No. 76863, dated Nov. 21, 1951.
Our Work Order 6809 OW.

September 1952

1224

PR Tracks, Sec. 10
Aligning and surfacing track account construction fill pulled track out of Line M.P. 51.5

31 hrs.	@ 1.854 hr.	$ 57.47	
31 "	1.515 "	46.97	
30 "	1.479 "	44.37	
26 "	2.78 " O.T.	72.28	
12 "	2.275 " "	27.30	
14 "	2.22 " "	31.08	$ 279.47

Payroll Extra Gangs - Gang 750
Distribute material line change

24 hrs.	346.46 mo. (21 day)	49.49	
24 "	304.66 " "	43.52	
4 "	2.70 hr. O.T.	10.80	
24 "	1.935 "	46.44	
48 "	1.695 "	81.36	
8 "	2.545 " "	20.36	
72 "	1.611 "	115.99	
960 "	1.479 "	1419.84	
16 "	2.22 " "	35.52	1823.32

PR - Other Gangs
Loco Crane 0287

56 hrs.	1.971 hr.	110.38	
16½ "	2.955 " O.T.	48.76	
56 "	1.635 "	91.56	
16½ "	2.455 " "	40.51	291.21

PR - Signal Gangs - Gang No. 767
Bonding tracks

16 hrs.	1.983 hr.	31.73	
8 hrs.	1.719 "	13.75	45.48

Regular time	2152.87
Overtime	286.61

ML

3% Vacation allowance on	2152.87		$ 64.59	
6¼% RR Ret. & Unempl. on	2504.07		162.76	
4% Insurance on	2504.07		100.16	$2766.99
Rental of Equipment				
Loco Crane 0287-25 ton 7 days@6.19 day			43.33	
2 Outfit cars " "	1.016 day		7.11	
2 Revenue cars " "	1.016 day		7.11	57.55
Work train service				
Wages - Trainmen		$537.55		
Enginemen		395.40	932.95	
Telegraph Clerk				
54 hrs. 1.815 hr.		98.01		
36 " 2.72 " O.T.		97.92	195.93	
Regular time			1030.96	
Overtime			97.92	
3% Vacation allowance on	1030.96		30.93	
6¼% RR Ret. & Unemp. on	1159.81		75.39	
4% Insurance on	1159.81		46.39	1281.59
Form 1253				
Rental of outfit cars				
Extra Gang #750				
24 Outfit cars - 644 days	1.016 day		654.30	
10 Revenue cars 281 days	1.016 day		285.50	
1 Motor car 21 days	.74 day		15.54	
			955.34	
Basis for apportionment				
Total hours gang - 750	9066			
Hours this job	1180	13.015%		
13.015% of 955.34				124.34
Loco Rental - Work Train Service				
Loco 7364	4-3/4 days			
" 737	1 day			
" 756	1 day			
	6-3/4 days @ 5.76 day		38.88	
	552 miles @ 1.034 mile		570.77	609.65
Freight on fuel oil				
St. Johns, Ore. to Wyeth, Ore.				
66177# x 66 mi. - 2184 ton mi. @ .01				21.84

October 1952

PR 701 - Sept.
Engineering - Time charge
1-day Instrumentman $88.20 mo. (23 day) [illegible]

1 day Rodman	323.20 mo. (23 day)	$ 14.05	
1 day Asst. Engr.	445.00 mo. "	19.35	$ 49.41
PR-Ex. Gangs - Gang 746			
Spotting tracks M.P. 51.5			
4 hrs.	349.85 mo. (23 day)	7.61	
4 "	1.592 hr.	6.37	
32 "	1.499 "	47.97	
4 "	1.715 "	6.86	68.81
Spotting tracks - Lindsay			
6 hrs.	349.85 mo. (23 day)	11.41	
6 "	1.595 hr.	9.55	
6 "	1.715 "	10.29	
48 "	1.499 "	71.95	103.20
14 "	349.85 mo.	26.62	
4 "	3.10 hr. O.T.	12.40	
14 "	1.592 "	22.29	
4 "	2.60 " O.T.	10.40	
14 "	1.715 hr.	24.01	
4 "	2.575 " O.T.	10.30	
294 "	1.499 "	440.71	
84 "	2.25 " O.T.	189.00	735.73
Gang No. 750			
Dump ballast - Lindsay line change			
8 hrs.	308.05 mo. (23 day)	13.39	
3 "	2.73 hr. O.T.	8.19	
8 "	1.955 "	15.64	
16 "	1.715 "	27.44	
24 "	1.631 "	39.14	
320 "	1.499 "	479.68	
16 "	2.25 " O.T.	36.00	619.48
PR-Tracks - Sec. 10			
Aligning, surfacing tracks M.P. 51.5 Account highway fill pulled track out of line			
54 hrs.	317.35 mo. (23 day)	93.13	
54 "	1.535 hr.	82.89	
54 "	1.499 hr.	80.95	
16 "	2.81 hr. O.T.	44.96	301.93
178 Lining and surfacing new track between M.P. 53.25 and 54.50 account grade settling			
50 hrs.	2.81 hr. O.T.	140.50	
7½ "	3.748 " "	28.11	
17 "	2.25 " "	38.25	206.86

Dress and line tracks

24 hrs.	349.85 mo. (23 day)	$ 45.63	
1 "	3.10 hr. O.T.	3.10	
24 "	308.05 mo. (23 day)	40.18	
5 "	2.73 hr. O.T.	13.65	
24 "	1.955 "	46.92	
1 "	2.935 " O.T.	2.94	
48 "	1.715 "	82.32	
2 "	2.575 " O.T.	5.15	
72 "	1.631 "	117.43	
3 "	2.445 " O.T.	7.34	
936 "	1.499 "	1403.06	
39 "	2.25 " O.T.	87.75	$1855.47

Distribute matl. for line change

24 hrs.	349.85 mo. (23 day)	45.63	
2 "	3.10 hr. O.T.	6.20	
32 "	308.05 mo. (23 day)	53.57	
5 "	2.73 hr. O.T.	13.65	
48 "	1.955 "	93.84	
1 "	2.935 " O.T.	2.94	
96 "	1.715 "	164.64	
4 "	2.575 " O.T.	10.30	
128 "	1.631 "	208.77	
4 "	2.445 " O.T.	9.78	
1944 "	1.499 "	2914.06	
57 "	2.25 " O.T.	128.25	3651.63

Laying rail

8 hrs.	308.05 mo. (23 day)	13.39	
3 "	2.73 hr. O.T.	8.19	
8 "	1.955 "	15.64	
16 "	1.715 "	27.44	
16 "	1.631 "	26.10	
320 "	1.499 "	479.68	570.44

Payroll - Extra Gang (IH 16-31)
Gang #746 - Ernest Oaks
Setting up camp

3 hrs.	3.10 hr. O.T.	9.30	
3 "	2.60 " O.T.	7.80	
18 "	2.25 " O.T.	40.50	57.60

Completing payrolls

5 hrs.	2.60 hr. O.T.		13.00

Spotting and lining tracks

47 hrs.	349.85 mo. (23 day)	89.36	
47 "	1.592 hr.	74.82	
47 "	1.715 "	80.61	
987 "	1.499 "	1479.51	1724.30

Mc

Traveling time to and from work			
11 hrs.	349.85 mo. (23 day)	$ 20.91	
7 "	3.10 hr. O.T.	21.70	
11 "	1.592 "	17.51	
7 "	2.60 " O.T.	18.20	
11 "	1.715 "	18.87	
7 "	2.575 " O.T.	18.03	
231 "	1.499 "	346.27	
147 "	2.25 " O.T.	330.75	$ 792.24
Meet shipment of new men and make records			
3 hrs.	3.10 hr. O.T.	9.30	
6 "	2.60 " O.T.	15.60	24.90
Camptender's duties			
96 hrs.	1.499 hr.	143.90	
31 "	2.25 " O.T.	69.75	213.65
Travel delays			
1 hr.	3.10 hr. O.T.	3.10	
1 "	2.60 " O.T.	2.60	
1 "	2.575 " O.T.	2.58	
21 "	2.25 " O.T.	47.25	55.53
Extra Gang #750 - Alex Schied Cutting in new tracks			
1 hr.	3.10 hr. O.T.	3.10	
1 "	2.73 " O.T.	2.73	
1 "	2.935 " O.T.	2.94	
2 "	2.575 " O.T.	5.15	
2 "	2.445 " O.T.	4.89	
44 "	2.25 " O.T.	99.00	117.81
Line change work			
80 hrs.	349.85 mo. (23 day)	152.11	
80 "	308.05 "	133.93	
80 "	1.955 hr.	156.40	
136 "	1.715 "	233.24	
152 "	1.631 "	247.91	
3392 "	1.499 "	5084.61	6008.20
Meet shipment of men			
3 hrs.	3.10 hr. O.T.	9.30	
3 "	2.73 " O.T.	8.19	
3 "	2.25 " O.T.	6.75	24.24
Surfacing & lining tracks			
7 hrs.	3.10 hr. O.T.	21.70	
7 "	2.73 " O.T.	19.11	
7 "	2.935 " O.T.	20.55	

14 hrs.	2.575 hr.	O.T.	$ 36.05	
14 "	2.445 "	O.T.	34.23	
300 "	2.25 "	O.T.	675.00	$ 806.64
Shipping new men				
3 hrs.	2.73 hr.	O.T.	8.19	
3 "	2.25 "	O.T.	6.75	14.94
Camptender				
32 hrs.	2.25 hr.	O.T.		72.00
Taking men to doctor				
5 hrs.	3.10 hr.	O.T.	15.50	
14 "	2.73 "	O.T.	38.22	
3 "	2.575 "	O.T.	7.73	61.45
Checking new track at cut-in				
6 hrs.	3.10 hr.	O.T.	18.60	
6 "	2.575 "	O.T.	15.45	34.05
Payroll - Other Gangs 9(L.H.) Loco Crane 0287 - Weis Handling trk. matl. for line change				
72 hrs.	1.991 hr.		143.35	
6 "	2.985 "	O.T.	17.91	
72 "	1.655 "		119.16	
6 "	2.485 "	O.T.	14.91	295.33
Payroll - Other Gangs (L.H.) Crane 0287 - Habdle trk. matl. - Weis				
15 hrs.	1.991 hr.		31.86	
7½ "	2.985 "	O.T.	22.39	
16 "	1.655 "		26.48	
7½ "	2.485 "	O.T.	18.64	99.37
JE 905 Work train service - labor				
Straight time			1153.80	
Overtime			826.80	1980.60
PR 704-H2 station Telegrapher J. J. Bowen				
97-5/6 hrs.	1.835 hr.		179.52	
63-5/12 " O.T.	2.75 "		174.40	353.92
	Regular Time			17279.74
	Overtime			3632.99
3% Vacation allowance on	17279.74			518.39
6½% RRR & UI Tax on 21431.12				1393.02
4% Insurance on 21431.12				857.24
				$23681.38

712

Rental of Equipment			
Loco Crane #0287 - N. W. Weis			
1 Crane 0287 25 ton cap 11 days	@ 6.19 day	$ 68.09	
4 Cars 11 days	1.016 day	11.18	$ 79.27
Extra Gang #746 - E. Oaks			
15 Outfit cars 460 days	1.016 day	467.36	
Total hrs. worked - 3990 Hours this job 1859 - 46.591% 46.591% of 467.36			217.75
Extra Gang #750 - A. Schied			
33 Outfit cars 1023 days @ 1.016		1039.37	
Total hours worked - 9494 Hours this job - 8691 or 91.54% of 1039.37			951.44
2 Trucks MW 70 & 71, 946 mi. @ .05			47.30
2 Race wrenches 24 days @ 3.01 day		72.24	
2 spike pullers 24 days @ 3.01 day		72.24	
1 Rail drill 12 days @ 3.01 day		36.12	180.60
Locomotive rental - Work train service			
Loco #2171 5-1/5 days			
Loco #758 - 7 days			
2406 mi. @ 1.034 mile		2487.80	
12-1/5 days @ 5.76 day		70.27	
Freight chg. St. Johns to Wyeth, Ore. 66 mi.			
159,503 lbs. 66 mi. - 5264 ton mi. @ .01		52.64	2610.71
Personal Expenses			
Vc. No. [illegible] - Redman			7.95
F 485 #490			
229 ctns. Plastic joint packing - Ctn. .52		119.08	
F 502-1 #1959 R-1944			
Bond track M.P. 53.27 to 54.5			
250 PA-2 Tigerweld bonds	.29 ea	72.50	
		191.58	
5% Cost of handling		9.58	
Freight:			
Omaha to Wyeth - 1734 miles			
166.3# 1734 mi. 145 ton mi. @ .01		1.45	202.61
TE #956 - Barnhart Crushed Rock			
3550 cu. yds. - 71 cars	71.1575 car	5052.18	

M.

Freight:
Barnhart, Ore. to Wyeth, Ore.
9230000# 158 mi. 729170 ton mi. @ .01 $7291.70 $12343.88

New Main Track:
Material -

4425 7x9x8 Cross ties 1/11	@ 3.4485 ea.	15259.52	
Treating costs		1452.97	
25862.8' L. ft. 133.4# 1st Q Rail 1150032#	79.41752 NT	45666.40	26422' out
12.5 L. ft. Scrap cuttings 556#	50.00 NT	13.90	
1296 133# 36" Joint bars 79056#	5.3887 C#	4260.16	
14255 133# 4D-DS Tie plates 316176#	4.82904 C#	15268.29	
164 133# 4D-DS Tie plates SH 3638#	3.20 C#	116.42	
28 Abrasion plates 355#	4.4338 C#	15.74	
39250 lbs. 5/8x6¼" Track spikes	6.142 C#	2410.69	
Less 25% loss in service life		602.67	
6820 133# Imp. Fair anchors 18755#	32.979 ¢	2249.15	
12 pr. 133# Insulated joints 36" 2160#	30.5333 pr.	366.40	
2 pr. 133-131# Compr. jts. SH 406#	3.70 C#	15.02	
797 7x9x8 Cross ties SH	1.75 ea.	1394.75	no handling charge
2000 7x9x9 Cross ties — 1/10	3.425395 ea.	6850.79	
Treating cots		521.40	① Add: 8462
39 L. ft. 133.4# Samson stock rail 1734#	112.84 NT	97.83	Track bolts 8462# – $814.95
33.5 L. ft. 133.4# Std. stock rail 1490#	112.84 NT	84.07	1162 SH – $84.54
1455 131# Rail anchors SH	.22 ea.	320.10	② 3456
4 pr. 133-131# Compr. joints 472#	22.53 pr.	90.12	Spring Washers
4500 lbs. 5/8"x6¼" Track spikes SH	1.50 C#	67.50	$263.00
Less 25% Loss in service life		16.88	
5% Handling costs on 95873.37		4793.69	
			100667.56

Freight over our own lines:
Ties:
Untreated -
Cascade, Ida to The Dalles, Ore, 500 miles
7x9x8 641625#
7x9x9 316000#
957625#
957625# 500 mi. 239406 ton mi. @ .01 2394.06

[illegible] released at reasonable salvage value

Treated -
The Dalles to Wyeth, Ore. 35 miles
7x9x8 692600#
7x9x9 332000#
1024600#
1024600# 35 mi. 17930 ton mi. @ .01 179.30

M.

New Main Track Cond.
Rail:
Seattle, Wn. to Wyeth, Ore. - 1153256#
Other track material:
Seattle, Wn. to Wyeth, Ore. - 469722#
1622978#

1622978# - 233 mi. 189077 ton mi. @ .01		$1890.77	$4464.13
Material Released:			
Old Main Line			
3014 SH 7x9x8 Cross ties	1.75 ea.	5274.50	
164 SH 133# HD-DS tie plates 3638#	3.20 C#	116.42	
2 pr. SH 133-131# Compr. joints 406#	3.70 C#	15.02	
20285.6 L. ft. SH 130.8# Rail 884453#	50.00 NT	22111.32	
4121.6 L. ft. SH 133.4# Rail 183274#	50.00 NT	4581.85	
4292 Scp. 7x9x8 Cross ties	No value		
12420 SH 131# HD-DS Tie plates 222447#	3.20 C#	7118.30	
2116 SH 133# HD-DS Tie plates 46933#	3.20 C#	1501.86	
4585 Scp 5/8 x 6¼" Track spikes 45850#	1.50 C#	687.75	
10 pr. SH 131# Insul. joints 1276#	3.70 C#	47.21	
2 pr. SH 133# " " 437#	3.70 C#	16.17	
7398 SH 131# Rail anchors 7398#	.22 ea.	1627.56	
1998 SH 133# Rail anchors	.22 ea.	439.56	
1132 SH 131# (4) 24" Joint bars 43469#	3.70 C#	1608.35	
198 SH 133# (6) 36" 12078#	3.70 C#	446.89	
5836 lbs. Scp-1-1/16" x 6" Trk. bolts	1.50 C#	87.54	
39 SH L. ft. 130.8# Samson stock rail, 1700#	50.00 NT	42.50	
33.5 SH L. ft. Std. stock rail 1461#	50.00 NT	36.53	
12065 lbs. SH 5/8" x 6¼" Trk. spikes	1.50 C#	180.97	
103 Scp. 131# Gauge rods 3245#	1.50 C#	48.68	
2013.8 Scp. L. ft. 130.8# Rail 87801#	40.00 NT	1756.02	
Net Credit			47745.00
New Main Track:			
Install temporary switch ties			
67-7x9 Switch ties 4221 B. M.	87.89 MB ft.	370.98	
Treating costs		25.75	
5% Cost of handling on 396.73		19.83	
Freight:			
Untreated -			
Cascade Lks. to The Dalles, Ore. - 500 mi.			
21172# 500 mi. 5293 ton mi. @ .01		52.93	

Treated -			
The Dalles to Wyeth 24321#			
24321# 35 mi. 4256 ton mi.	@ .01	$ 42.56	allowed 75% of new. S/B 85%
Ties Released:			
67 7x9 Switch ties SH 4221 B. ft.	65.92 M. ft.	278.25	$233.80
		S/B 315.13	
Tracks shifted to new Main Line:			
M.P. 5327 to M.P. 54.5			
130 7x9x8 Cross ties	3.44 ea.	447.20	
70.9 L. ft. 1st Qual. rail 3153#	77.21 NT	121.72	
272 133# 4D-DS Tie plates 6033#	4.73 C#	285.36	
Ties - Treating costs		57.06	
		911.34	
5% Cost of handling		45.57	
Freight:			
Ties - Untreated -			
Cascade, Ida. to The Dalles 500 mi.			
18850# 500 mi. 4713 ton mi.	@ .01	47.13	
Treated -			
The Dalles to Wyeth 35 mi.			
19760# 35 mi. 3458 ton mi.	.01	34.58	
Rail 3153			
Tie Plates 6033			
9186			
Seattle to Wyeth 233 mi.			
9186# 233 mi.	.01	10.70	1049.32
Material released:			
130 7x9x8 Cross ties scrap	No value		
70.9 L. ft. Rail SH 3153#	50.00 NT	78.83	
272 4D-DS Tie plates SH 6033#	3.20 C#	193.06	
		271.89	271.89
New Passing Track:			
88 7x9 Switch ties - Various 1031 L. ft. 5413 B. ft.	87.78 MBM	475.15	
462 7x9x8 Cross ties	3.43 ea.	1584.66	
Treating Costs		235.79	
280 7x9x8 Cross ties SH	1.72 ea.	481.60	
322.3 L. ft. 133.4# 1st. 2 Rail 14331#	80.13 NT	574.18	
447.7 L. ft. 130.8# Cls. 2 rail SH	50.00 NT	488.00	
456.0 L. ft. 110.4# Cls. 2 rail SH 16781#	50.00 NT	419.53	
359.9 L. ft. 101.49# Cls. 2 rail SH 12176#	50.00 NT	304.40	

7/16

1307.3 L. ft. 90# Cls. 2 Rails SH			
39219#			
130 133# 4D-DS Tie plates 2883#	@50.00 NT	$ 980.48	
248 131# do SH 4092#	4.90 C#	141.27	
240 110# 8x10½" tie plates SH 3180#	3.20 C#	130.94	
171 100# Tie plates SH 1915#	3.20 C#	101.76	
659 90# Tie plates SH 6590#	3.20 C#	61.28	
12 133# Joint bars (6) 36" 732#	3.20 C#	210.88	
18 131# " " (4) 24" SH 691#	5.43 C#	39.75	
20 110# Cont. joints SH 1030#	3.70 C#	25.57	
18 100# Cont. joints SH 884#	3.70 C#	38.11	
80 90# " " " 3392#	3.70 C#	32.71	
2 pr. 110-131# Compr. jts. SH 428#	3.70 C#	125.50	
2 pr. 100-110# " " " 252#	3.70 C#	15.84	
4 pr. 100-90# " " " 464#	3.70 C#	9.32	
2 pr. 131# Insul. jts. 36" " 320#	3.70 C#	17.17	
2 pr. 110# " " 26" " 204#	3.70 C#	11.84	
2 pr. 90# " " 26"	3.70 C#	7.55	
247 133# [illegible] rail anchors	18.53 pr.	37.06	
145 131# "	33.27 C	82.18	
160 110# " SH	.22 ea.	31.90	
62 100# " SH	.22 ea.	35.20	
457 90# " SH	.22 ea.	13.64	
4550 lbs. 5/8x6½" Trk. spikes	30.61 C	139.89	
Less 25% Loss of service life	6.20 C#	282.10	
24 L. ft. 133.4# 1st. Q Rail		70.53 —	
(Cuttings) Scrap 1067#			
5.5 L. ft. 133.4# Std. stock rail	40.00 NT	21.34	
245#			
1 133# Split switch comp. 24'	112.84 NT	13.82	
1 133# Frog leg Sp. Frog 18	863.40 ea.	863.40	
1 133# 4' Guard rails Hi	722.88 ea.	722.88	
1 133# " " " Lo	99.44 ea.	99.44	
1 Hi Star Switch Stand with	102.73 ea.	102.73	
lock			
1 Conn. Rod 6 [illegible]	56.62 ea.	56.62	
7	5.24 ea.	5.24	
New Passing Track:			
3 pr. 133# Insulated joints	30.86 pr.		
5% Cost of handling on 9000.19		92.58	
		450.00	$9450.09

This material released at reasonable salvage value.

Freight:

Ties -

Untreated - Cascade Lks. to The Dalles, Ore.

7x9x8	66990#
Sw. ties	17105#
	84095#

84095# x 500 mi. #102 [illegible] .01 — 210.24

345# Trk bolts @ 9.64 cwt $33.26
257# 15/16 x 4-5/8 @ 9.64 cwt 24.77
141 Pcs. 1 1/16 washers @ 76.11 M 10.73
168 " " " @ 60.45 10.16
57# 1 1/16x6" Trk bolts @ 9.64 5.69
24 Pcs. 1 1/16 Spring washers @ 76.11 M $1.83

These to be added

Treated - The Dalles, Ore. to Wyeth, Ore.			
7x9x8 70224#			
Sw. ties 18404#			
88628#			
88628# x 35 mi. 1551 ton mi.	@ .01	$ 15.51	
Other Track Material and Rail			
Seattle, Wn. to Wyeth, Ore.			
31904# 233 mi. 3717 ton mi.	.01	37.17	$ 262.92
Material Released:			
Passing Track			
480 SH 7x9x8 Cross ties	1.75 ea.	840.00	
218 Scrap 7x9x8 Cross ties	No Value		
88 SH 7x9 Switch ties 1031 L. ft. 5413 B. ft.	65.92 MB ft.	356.82	75% of new S/B 85%
278.1 SH L. ft. 130.8 Cls. 2 Rail 12125#	50.00 NT	303.13	
5.5 SH L. ft. 130.8 Std. Stock 240#	50.00 NT	6.00	
484.6 SH L. ft. 110.4# Cl. 2 Rail 17833#	50.00 NT	445.83	
1668.8 SH L. ft. 101.49# Cl. 2 Rail, 56456#	50.00 NT	1411.40	
1 SH 131# Split switch 24' 6011#	9.00 C#	540.99	
1 SH 131# Peg leg SP Frog #14 3835#	10.00 C#	383.50	
1 SH 131# Gd. rails 1H 1L 902#	64.00 NT	28.86	
1 SH Hi Star Switch stand	35.00 ea.	35.00	
4 SH 131# (6) Joint bars 244#	3.70 C#	9.03	
6 SH 131# (4) " " 239#	3.70 C#	3.51	
2 SH pr. 131-110# Compr. joints 36" 428#	3.20 C#	13.70	
4 pr. SH 131# Insul. joints 640#	3.20 C#	20.48	
22 SH 110# Cont. joints 1133#	3.20 C#	36.26	
2 pr. SH 110-100# Compr. jts. 252#	3.20 C#	8.06	
2 pr. SH 110# Insul. jts. 204#	3.20 C#	6.53	
100 SH 100# Cont. jts. 5150#	3.20 C#	164.80	
114 SH 131# Tie plates 1881#	3.20 C#	60.19	
240 lbs. SH 110# Tie plates 3180#	3.20 C#	101.76	
775 SH 100# Tie plates 7363#	3.20 C#	235.62	
252 SH 131# Rail anchors 693#	.23 ea.	57.96	
192 SH 110# " " 528#	.23 ea.	44.16	
438 SH 100# " " 1205#	.23 ea.	100.74	
74 lbs. Sep. 1-1/16" x 6" Trk. bolts	1.50 C#	1.11	
540 lbs. Sep. 1-1/16" x 5½ " "	1.50 C#	8.10	
2000 lbs. Sep. track spikes	1.50 C#	30.00	
(2639) lbs. SH Track spikes 5/8 x 6¼	1.50 C#	39.58	5298.12
		5298.12	

1675

1 SH Conn. Rod 6 3/4

November 1952

PR - Extra Gang No. 746			
Surface and line track			
8 hrs.	349.85 mo. (19)	$ 18.41	
3 "	3.10 hr. O.T.	9.30	
8 "	293.05 mo.	15.42	
152 "	1.499 hr.	227.85	
8 "	2.25 hr. O.T.	18.00	
Rail Relay Sec. 10			
10 hrs.	349.85 mo. (19)	23.02	
3 "	3.10 hr. O.T.	9.30	
10 "	293.05 mo. (19)	19.28	
230 "	1.499 hr.	344.77	
3 "	2.25 hr. O.T.	6.75	
Clear track acct. blasting			
3 hrs.	349.85 mo. (19)	6.90	
3 "	293.05 mo. (19)	5.78	
69 "	1.499 hr.	103.43	
PR - Extra Gang 746			
Surface & line track			
24 hrs.	349.85 mo. (19)	55.24	
24 "	293.05 mo.	46.27	
536 "	1.499 hr.	803.46	
4 "	2.25 hr. O.T.	9.00	
PR - Track Sec. 10			
Aligning, surfacing track acct. grade settlement			
18 hrs.	2.81 hr. O.T.	50.58	
8 "	2.305 hr. "	18.44	
8 "	2.265 hr. "	18.12	
8 "	2.25 hr. "	18.00	
Aligning, surfacing track acct. highway fill pulled track out of line.			
26 hrs.	2.81 hr. O.T.	73.06	
4 "	2.305 hr. "	9.22	
4 "	2.265 hr. "	9.06	
10 "	2.25 hr. "	22.50	
51 "	317.35 mo. (19)	106.48	
43 "	1.535 hr.	66.01	
28 "	1.511 "	42.31	
99 "	1.499 "	148.40	
	Regular time	2033.03	
	Overtime	271.33	
3% Vacation allow. on	2033.03	60.99	
6½% RR Ret. & UI Tax on	2365.35	153.75	
4% Insurance on	2365.35	94.61	$2613.71

Form 1253 - Rental of Equipment:

Extra Gang 746			
12 Outfit cars	360 days @ 1.016 day	$365.76	
4 Revenue cars	120 days 1.016 day	121.92	
		487.68	
Apportionment:			
Total hours worked	3787		
Hrs. this job	1098 29%		
29% of 487.68			$ 141.43
Truck MW 69 - 1½ ton	64 mi. @ .05		3.20

December 1952

PR - Extra Gang 746			
Surface and line track -			
39 hrs.	349.85 mo. (22)	77.52	
39 "	293.05 "	64.94	
4 "	2.60 hr. O.T.	10.40	
764 "	1.499 "	1145.24	
8 "	2.25 " O.T.	18.00	
31 "	1.715 "	53.17	
Unloading and poling track material -			
3 hrs.	349.85 mo.	5.96	
3 "	293.05 "	5.00	
3 "	1.715 hr.	5.15	
76 "	1.499 "	113.92	
Surface and line tracks -			
43 hrs.	349.85 mo.	85.47	
24 "	293.05 "	39.96	
43 "	1.715 hr.	73.75	
35 "	1.547 "	54.15	
1294 "	1.499 "	1939.71	
Working on Reports -			
4 hrs.	3.10 hr. O.T.	12.40	
Camptender -			
53 hrs.	1.499 hr.	79.45	
24 hrs. O.T.	2.25 hr. O.T.	54.00	
53 hrs.	1.499 hr.	79.45	
Payroll Other Gangs			
Loco Crane 0287			
Handle track material -			
8 hrs.	1.991 hr.	15.93	
3½ "	2.985 " O.T.	10.45	
8 "	1.655 "	13.24	
3½ "	2.485 " O.T.	8.70	

Payroll - Track Sections - Sec. 10
Aligning Surface Track acct.
grade settlement -

32 hrs.	317.35 mo. (22)	$ 57.70	
48 "	1.535 hr.	73.68	
92 "	1.499 "	137.91	
4 "	2.81 " O.T.	11.24	
12 "	2.81 " O.T.	33.72	
20 "	2.305 " O.T.	46.10	
36 "	2.25 " O.T.	81.00	
32 "	317.35 mo.	57.70	
48 "	1.535 hr.	73.68	
80 "	1.499 "	119.92	
29 "	2.81 " O.T.	81.49	
16 "	2.305 " O.T.	36.88	
8 "	2.25 " O.T.	18.00	
Regular time		4372.60	
Overtime		422.38	
3% Vacation allowance on	4372.60	131.18	
6½% RR Ret. & UI Taxes on	4926.16	320.20	
4% Insurance on	4926.16	197.05	$5443.41

TE #1105 Spread ballast
Work train service

Trainmen	90.10	
Enginemen	66.74	

PR 704-1 - Telegrapher

8 hrs.	1.835 hr.	14.68	
6-3/4 hrs.	2.75 " O.T.	18.56	
Regular time		171.52	
Overtime		18.56	
3% Vacation allowance on	171.52	5.15	
6½% RR Ret. & UI Tax on	195.23	12.69	
4% Insurance on	195.23	7.81	215.73

Rental of Equipment:

Loco Crane 0287 - 25 ton	3 days @ 6.19 day	18.57	
3 Outfit cars	9 " ea. 1.016 "	9.14	27.71

Loco Rental - Work train service

Loco No. 2171	1 day 5.76 "	5.76		
42 mi. @ 1.034 mi.		43.43	$49.19	

Freight:
St. Johns to Wyeth, Ore. 66 mi.
642 gals. @ 7-3/4# gal. 4976#
4976# 66 mi. 164 ton mi. @ .01 ton mi. 1.64 50.83

Mb

Extra Gang 746 -			
Truck Rental MW 69 1½ ton 396 mi.@ .05 mi.			$ 19.80
Boarding outfits:			
Extra Gang 746 -			
12 Outfit cars 31 da ea. 372 days 1.016		$ 377.95	
3 Revenue cars 31 days ea. 93 days @ 1.016		94.49	
		472.44	
Basis for apportionment:			
Total hours worked	5355		
Hours this job	2543 47.5%		
47.5% of 472.44			224.41

January 1953

PR - Tracks Sec. 10
Aligning and surfacing track
account grade settlement -

Hours		Rate	Amount	Total
28 hrs.	Foreman	1.864 hr.	52.19	
56 "	Sectionmen	1.525 "	85.40	
116 "	"	1.489 "	172.72	310.31
20 "	Foreman	1.864 "	37.28	
40 "	Sectionmen	1.525 "	61.00	
76 "	"	1.489 "	113.16	
9 "	"	2.795 " O.T.	25.15	236.59

Extra Gangs:
Gang No. 746 - Lining and surface tracks -

Hours		Rate	Amount	Total
12 hrs.	Foreman	348.16 mo. (21)	24.87	
12 "	Timekeeper	291.36 mo. (21)	20.81	
12 "	Truck driver	1.705 hr.	20.46	
432 "	Laborers	1.489 "	643.25	
12 "	P.T.O.	1.537 "	18.44	727.83
12 "	Foreman	348.16 mo.	24.87	
4 "	Timekeeper	291.36 "	6.94	
12 "	Truck driver	1.705 hr.	20.46	
12 "	P.T.O.	1.537 "	18.44	
432 "	Laborers	1.489 "	643.24	713.95
				1988.68

Regular time		1963.53	
Overtime		25.15	
3% Vacation allowance on	1963.53	58.91	
6½% RR Ret. & UI Tax on	2047.59	133.09	
4% Insurance on	2047.59	81.90	2262.58

Rental of Equipment:				$ 11.00
Truck MW 69 - 1½ ton	220 @ .05			
Boarding outfits:				
12 Outfit cars	360 days @1.016 day	$365.76		
4 Revenue cars	108 days @1.016 day	109.73		
		475.49		

Basis for apportionment:

Total hours work gang 746	7582			
" " this job	952	12.55%		59.67
12.55% of 475.49				

February 1953

Payroll tracks - Sec. 10
Aligning, surfacing tracks
acct. Grade Settlement - M.P. 51.5

11 hrs. Foreman	315.66 mo. (19)	22.84		
22 " Laborers	1.525 hr.	33.55		
28 " "	1.489 "	41.69	$ 98.08	

M.P. 53.5 to M.P. 54.4

3 hrs. Foreman	315.66 mo. (19)	6.23		
6 " Laborers	1.525 hr.	9.15		
6 " "	1.489 "	8.93		
19 " "	2.795 " O.T.	53.11	77.42	

M.P. 56.5 and M.P. 58.5

5 hrs. Foreman	315.66 mo. (19)	10.38		
10 " Laborers	1.525 hr.	15.25		
20 " "	1.489 "	29.78		
23 " "	2.795 " O.T.	64.29	119.70	

Payroll Extra Gangs - Gang #746
Surface and line tracks
M.P. 53.20 to 54.20

35 hrs. Foreman	348.16 mo. (19)	80.17		
8 " Timekeeper	291.36 mo. (19)	15.33		
35 " Truck Driver	1.705 hr.	59.68		
35 " P.T.O.	1.537 "	53.80		
911 " Laborers	1.489 "	1356.48		
40 " Laborers Camp tdr.	1.489 "	59.56		
8 " do	2.235 hr. O.T.	17.88		
40 " do	1.489 "	59.56		
4 " do	2.235 " O.T.	8.94	1711.40	

Spotting and lining track M.P. 50.75
Account bad rough spot -

8 hrs. Foreman	348.16 mo. (19)	18.32		

Ml.

8 hrs.	Truck Driver@	1.705 hr.	$ 13.64		
8 "	P.T.O.	1.537 "	12.30		
280 "	Laborers	1.489 "	416.92	$ 461.18	

Surface and Line Tracks M.P. 56.50 to M.P. 58.50

4 hrs.	Foreman	348.16 mo. (19)	9.16		
4 "	Truck Driver	1.705 hr.	6.82		
4 "	P.T.O.	1.537 "	6.15		
80 "	Laborers	1.489 "	119.12	141.25	

Surface and line track M.P. 56.50 to M.P. 58.50

6 hrs.	Foreman	3.085 hr. O.T.	18.51		
32 "	Laborers	1.489 hr.	47.65		
12 "	"	2.235 hr. O.T.	26.82	92.98	

	Regular time	2512.46	
	Overtime	189.55	
3%	Vacation allowance on 2512.46	75.37	
6½%	RR Ret. & UI Tax on 2777.38	180.53	
4%	Insurance on 2777.38	111.10	$3069.01

Form 1231 - Rental of Equipment
Boarding outfits -

10 Outfit cars	280 days 1.016 day	284.48	
4 Revenue cars	112 days 1.016 day	113.79	
		398.27	

Basis for apportionment:

Total hours worked	3232		
Hours this job	1562	48.33%	
48.33% of 398.27			192.48

Rental of Truck MW 69 - 1½ ton 140 mi. @ .05	7.00

March 1953

Payroll Track Sec. - Sec. #10
Aligning and surfacing new track account grade settlement -

24 hrs.	2.795 hr.	67.08	
24 "	1.525 "	36.60	
16 "	1.489 "	23.82	
8 "	1.864 "	14.91	142.41

Mb

PR - Ex. Gangs - Gang 746					
Spotting, lining track -					
40 hrs.	@ 2.08 hr. O.T.		$ 83.20		
40 "	1.705 "		68.20		
80 "	1.537 "		122.96		
1272 "	1.489 "		1894.01	$2168.37	
Camp tender -					
67 hrs.	1.489 hr.		99.76		
20 "	2.235 " O.T.		44.70	144.46	
	Regular time			2327.34	
	Overtime			127.90	
3% Vacation allowance on 2327.34				69.82	
6½% RR Ret. & UI Tax on 2525.06				164.13	
4% Insurance on 2525.06				101.00	$2790.19
Rental of Equipment -					
MW 69 Studebaker - 1½ ton truck 185 mi. @ .05				9.25	
Boarding Outfit Cars -					
110 Outfit cars	310 days @ 1.016 day		314.96		
4 " "	94 days @ 1.016 day		95.50		
			410.46		
Basis for apportionment:					
Total hours worked Gang 746		6817			
" " this job		1519	22.28%		
22.28% of 410.46				91.45	100.70
Work Train Service					
Wages Trainmen		$158.47			
" Enginemen		140.89	299.36		
Teleg. Clerk					
16 hrs.	1.865		29.84		
15½ "	2.80 O.T.		43.40		
	Regular time		329.20		
	Overtime		43.40		
3% Vacation allowance on 329.20			9.88		
6½% RR Ret. & Unemp. on 382.48			24.86		
4% Insurance			15.30		422.64
Rental of Equipment -					
Eng. 7866					
75 mi. @ 1.034 mi.			77.52		
2 days 5.76 day			11.52		
1 Caboose 2 days @ 1.016 day			2.03		91.07
Freight:					
St. Johns, Ore. to Wyeth 66 mi.					
8145 lbs. 66 mi. 269 ton mi. @ .01					2.69

PR - Extra Gangs - Gang #746
Raising and surfacing tracks
M.P. 50.75 to 51.20 -

56 hrs.			
2 "	349.85 mo. (22)	$111.32	
56 "	3.10 hr. O.T.	6.20	
2 "	293.05 mo. (22)	93.24	
48½"	2.60 hr. O.T.	5.20	
2 "	1.715 "	83.18	
56 "	2.575 " O.T.	5.15	
2 "	1.631 "	91.34	
56 "	2.445 " O.T.	4.89	
2 "	1.547 "	86.63	
1576 "	2.32 " O.T.	4.64	
74 "	1.499 "	2362.40	
	2.25 " O.T.	166.50	$3020.69

Close out time rolls -

4 hrs.	2.60 hr. O.T.	10.40	10.40

Skeletonize line, dump ballast
and surface track M.P. 52 to 53 -

24 hrs.			
24 "	349.85 mo. (22)	47.71	
24 "	293.05 "	39.96	
24 "	1.715 hr.	41.16	
24 "	1.631 "	39.14	
840 "	1.547 "	37.13	
	1.499 "	1259.16	1464.26

Meet Indians from train, assign
bunks, issue blankets and secure
personal record papers - Wyeth -

3 hrs.	3.10 hr. O.T.	9.30	
3 "	2.60 " O.T.	7.80	17.10

Camp duties -

68 hrs.			
32 "	1.499 hr.	131.91	
88 "	2.25 O.T.	72.00	
16 "	1.499	131.91	
	2.25 O.T.	36.00	371.82

Extra Gang #750
Track lining and surfacing -

80 hrs.			
80 "	349.85 mo. (22)	159.02	
80 "	294.85 " "	134.02	
80 "	308.05 " "	140.02	
64 "	1.715 hr.	137.20	
2396 "	1.631 "	104.38	
	1.499 "	3591.56	4266.20

Hauling Power Jack Wyeth to Hinckle and return -

2 hrs.	2.575 hr. O.T.	5.15	5.15

ML

Camptender -			
32 hrs.	2.25 hr. O.T.	$ 72.00	$ 72.00
Meeting new men on #17 -			
3 hrs.	3.10 hr. O.T.	9.30	
3 "	2.25 " O.T.	6.75	16.05
Checking disturbance at Co. tracks -			
3 hrs.	2.61 hr. O.T.	7.83	7.83
Extra Gang 746 Laying rail M.P. 50.75 to 51.20 -			
32 hrs.	349.85 (22)	63.60	
32 "	293.05 "	53.28	
32 "	1.715 hr.	54.88	
32 "	1.631 "	52.19	
32 "	1.547 "	49.50	
976 "	1.499 "	1463.02	1736.47
Trucking and laying out new cross ties on new grade M.P. 50.75 to 51.20 -			
24 hrs.	349.85 mo. (22)	47.70	
24 "	1.715 hr.	41.16	
24 "	1.631 "	39.14	
24 "	1.547 "	37.13	
736 "	1.499 "	1103.26	1268.39
Close out time rolls -			
4 hrs.	2.60 hr. O.T.	10.40	10.40
Travel time - Timekeeper - Pendleton to Wyeth -			
8 hrs.	1.665 hr.	13.32	13.32
PR - Other Gangs - Loco Crane 0287 Spread gravel -			
32 hrs.	1.991 hr.	63.71	
32 "	1.655 "	52.96	116.67
Handle Track Material -			
24 hrs.	1.991 hr.	47.78	
1 "	2.985 " O.T.	2.99	
24 "	1.655 "	39.72	
1 "	2.485 " O.T.	2.49	92.98
Enroute with crane -			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Handle track material -			
48 hrs.	1.991 hr.	95.57	
3½ "	2.985 " O.T.	10.45	
48 "	1.655 "	79.44	
3½ "	2.485 " O.T.	8.70	194.16

Switch and delay by work train -			
2½ hrs.	2.985 hr. O.T.	$ 7.46	
2½ "	2.485 " O.T.	6.21	$ 13.67
Cutting in line change -			
8 hrs.	1.991 hr.	15.93	
2 "	2.9865 " O.T.	5.97	
8 "	1.655 "	13.24	
2 "	2.4825 " O.T.	4.97	40.11
Frog welding Gang #3 -			
8 hrs.	1.955 hr.	15.64	
4 "	2.935 hr. O.T.	11.74	27.38
PR - Extra Gangs - Gang 750			
Line change -			
56 hrs.	349.85 mo. (22)	111.32	
56 "	294.85 " "	93.82	
56 "	308.05 " "	98.02	
56 "	1.715 hr.	96.04	
1480 "	1.499 "	2218.52	2617.72
Camptender -			
16 hrs.	2.25 hr. O.T.	36.00	36.00
Closing time rolls -			
3 hrs.	2.73 hr. O.T.	8.19	8.19
Tieing in and raising new track -			
2 hrs.	3.10 hr. O.T.	6.20	
2 "	2.61 " "	5.22	
2 "	2.73 " "	5.46	
2 "	2.575 " "	5.15	
96 "	2.25 " "	216.00	238.03
Extra Gang 746			
Distribute material -			
16 hrs.	349.85 mo. (22)	31.80	
16 "	293.05 " "	26.64	
16 "	1.715 hr.	27.44	
16 "	1.631 "	26.10	
16 "	1.547 "	24.75	
496 "	1.499 "	743.50	880.23
PR 712-2 Signal Gang #782			
Wiring and bonding track -			
16 hrs.	440.81 mo. (26)	33.91	
96 "	2.003 hr.	192.29	
32 "	1.763 "	56.41	
16 "	1.715 "	27.44	
16 "	1.691 "	27.05	337.10
	Regular time		16128.78
	Overtime		782.71

3% Vacation allowance on	16128.78			$ 483.86	
6½% RR Ret. & UI Tax on	17395.35			1130.70	
4% Insurance on	17395.35			695.81	$19221.86
Work Train Service -					
Wages Trainmen			$1054.15		
Enginemen			802.18		
Teleg. Clerk -					
112 hrs.		1.835 hr.	205.52		
79¼ "		2.75 " O.T.	217.94		
Regular time			2061.85		
Overtime			217.94		
3% Vacation allowance on	2061.85		61.86		
6½% RR Ret. & Unemp. on	2341.65		152.21		2587.52
4% Insurance on	2341.65		93.66		
Vo. No. 310832 - Pers. Exp. Teleg. Clerk					28.00
Rental of Equipment:					
Locos -					
7000 Cls.	3 days				
5400 "	10 "				
2700 "	1 "				
1041 mi.		@ 1.034 mi.	1076.39		
14 days		5.76 day	80.64		
Freight over our own lines:					
St. Johns, Ore. to Wyeth	66 mi.				
143113 lbs. x 66 mi.		4723 ton mi.	47.23		1204.26
@ .01 ton mi.					
Rental of Equipment:					
Spread gravel -					
Loco Crane 0287 -	8 days	@ 6.19 day		49.52	
1 Rev. car	8 days	1.016 day		8.13	
3 Outfit cars	24 days	1.016 day		24.38	82.03
Extra Gang 750					
Outfit cars - boarding					
8 Rev. Cars	273 days	1.016 day		277.37	
19 Outfit cars	570 days	1.016 day		579.12	
				856.49	
Basis for apportionment:					
Total hours worked Gang 750	5890				
" " this job	4546	77.18%			
77.18% of 856.49					661.04
Extra Gangs 750 - Rental of Equipment:					
Truck Rental -					55.25
MW 70 and MW 71 - 1½ ton - 1105 mi. @ .05				16.28	
1 - Motor Car 22 days @ .74 day					12.56
77.18% of 16.28					

Race wrench	½ day	@ 3.01 day		$ 1.51	
Bench grinder	2½ "	3.01 "		7.53	
Rail drill	1¼ "	3.01 "		3.76	
Power jack	½ "	3.01 "		1.51	
Power saw rail	1 "	3.01 "		3.01	$ 17.32

Extra Gang 746:
Boarding outfits -

3 Rev. cars	90 days	1.016 day		91.44	
1 Outfit cars	330 "	1.016 "		335.28	
				426.72	

Basis for apportionment:

Total hours worked	6680				
Hours this job	5786	86.62%			
86.62% of 426.72					369.62

Additional compensation for period Dec. 1952 to March 31, 1953, inclusive under Guthrie award dated March 18, 1953 -

Dec. 1952	2644 hrs.	.04	105.76		
"	174-3/4 hrs.	.06 O.T.	10.49		
Jan. 1953	1214 hrs.	.04	48.56		
"	9 hrs.	.06 O.T.	.54		
Feb. 1953	1569 hrs.	.04	62.80		
"	66 hrs.	.06 O.T.	3.96		
Mar. 1953	1507 hrs.	.04	60.28		
"	20 hrs.	.06 O.T.	1.20		
		Regular time	277.40		
		Overtime	16.19		
3% Vacation allowance on		277.40	8.32		
6½% RR Ret. & Unempl. on		301.91	19.62		
4% Insurance on		301.91	12.08		333.61

TE #356

70 cars	3150 cu. yds. gravel	65.4864 car		4584.05	

Freight:

Barnhart, Ore. to Wyeth 158 mi.					
8662500#	158 mi.	684338 ton mi. @ .01		6843.38	

TE #380

1 car	50 cu. yds. gravel	47.33 car		47.33	

Freight:

Umitilla, Ore. to Wyeth 134 mi.					
137500#	134 mi.	9213 ton mi. @ .01		92.13	
					11566.89

TE #210 - Mech. Dept.				
PR-752				
Sharpen digging and sealing bars -				
Labor		$ 8.01		
3% Vacation allowance on	8.01	.24		
6½% RR Ret. & Unemp. on	8.25	.54		
4% Insurance on	8.25	.33		$ 9.12
485 #190 -				
125 ctns. plastic jt. packing	@ .51 ctn.	63.75		
20 " " "	.52 ctn.	10.40		
		74.15		
5% Cost of handling		3.71		
Freight:				
Omaha to Wyeth 1734 mi.				
1125# 1734 mi. 975 ton mi.	@ .01	9.75		87.61
May 1953				
Moving from Albina to Wyeth and setting up camp -				
8 hrs.	349.85 mo. (21)	16.66		
8 "	308.05 (21)	14.67		
8 "	1.715 hr.	13.72		
256 "	1.499 "	383.74	$428.79	
8 " Camp tender	2.25 hr. O.T.		18.00	
Construct Main Track in New Location:				
M.P. 50 to M.P. 52				
56 hrs.	349.85 mo. (21)	116.62		
56 "	308.05 " "	102.68		
56 "	1.715 hr.	96.04		
1792 "	1.499 "	2686.21	3001.55	
Extra Gang 746:				
Install temp. turnout M.P. 5122 -				
4 hrs.	349.85 mo. (21)	8.33		
4 "	293.05 "	6.96		
4 "	1.631 hr.	6.52		
48 "	1.499 "	71.95		
Pick up released ties, rails and fittings -				
16 hrs.	349.85 mo. (21)	33.32		
16 "	293.05 "	27.91		
16 "	1.715 hr.	27.44		
16 "	1.631 "	26.10		
16 "	1.547 "	24.76		
512 "	1.499 "	767.48	1000.77	
Unload, haul, space and line cross ties				
M.P. 51.2 to M.P. 52.3 -				
48 hrs.	349.85 mo. (21)	99.96		

48 hrs.	293.05 mo. (21)	$ 83.73	
48 "	1.715 hr.	82.32	
32 "	1.631 "	52.19	
960 "	1.499 "	1439.04	$1757.24
Laying Rail -			
28 hrs.	349.85 mo. (21)	58.31	
28 "	293.05 " "	48.84	
28 "	1.631 hr.	45.67	
32 "	1.715 "	54.88	
632 "	1.499 "	947.37	
20 "	2.25 " O.T.	45.00	1200.07
Make up time rolls -			
3 hrs.	2.60 hr. O.T.	7.80	
Close out time rolls -			
4 hrs.	2.60 hr. O.T.	10.40	18.20
Surfacing Main Track M.P. 50 to 51 -			
16 hrs.	349.85 mo. (21)	33.32	
16 "	293.05 " "	27.91	
16 "	1.715 hr.	27.44	
16 "	1.631 "	26.10	
16 "	1.547 "	24.75	
496 "	1.499 "	743.50	883.02
Camp tender MO 50.55 -			
88 hrs.	1.499 hr.	131.91	
24 "	2.25 " O.T.	54.00	185.91
Camp tender - night -			
8 hrs.	1.499 hr.	11.99	11.99
Unload and line cross ties -			
24 hrs.	349.85 mo. (21)	49.98	
24 "	293.05 " "	41.86	
24 "	1.715 hr.	41.16	
24 "	1.631 "	39.14	
24 "	1.547 "	37.13	
696 "	1.499 "	1043.30	1252.57
Extra Gang 750:			
Surfacing and lining -			
48 hrs.	349.85 mo. (21)	99.96	
48 "	294.85 "	84.24	
48 "	308.05 "	88.01	
48 "	1.715 hr.	82.32	
2096 "	1.499 "	3141.90	3496.43
Camp tender -			
32 hrs.	2.25 hr. O.T.	72.00	72.00

Mlo

PR - Other Gangs - Crane 0287:				
Pick up track material -				
32 hrs.	1.991 hr.	$ 63.71		
6 "	2.985 " O.T.	17.91		
16 "	1.655 "	26.48		
4 "	2.485 " O.T.	9.94	$ 118.04	
Handle track material -				
80 hrs.	1.991 hr.	159.28		
1½ "	2.985 " O.T.	4.48		
80 "	1.655 "	132.40		
1½ "	2.485 " O.T.	3.73		
Handle track material for line change -				
8 hrs.	1.991 hr.	15.93		
8 "	1.655 "	13.24	329.06	
Spread gravel - line change -				
8 hrs.	1.991 hr.	15.93		
1 "	2.985 " O.T.	2.99		
8 "	1.655 "	13.24		
1 "	2.485 " O.T.	2.49	34.65	
PR Ex. Gangs - Gang 746:				
Surface track -				
24 hrs.	2.082 hr.	49.98		
24 "	1.744 "	41.87		
24 "	1.715 hr.	41.16		
24 "	1.631 "	39.15		
24 "	1.547 "	37.13		
776 "	1.499 "	1163.22	1372.51	
Taking sick man to hospital -				
4 hrs.	3.10 hr. O.T.	12.40		
4 "	2.60 " "	10.40		
4 "	2.445 " "	9.78	32.58	
	Regular time		14932.06	
	Overtime		281.32	
3% Vacation allowance on 14932.06			447.96	
6¼% RR Ret. & Unemp. on 15661.34			1017.99	
4% Insurance on 15661.34			626.45	
				$17305.78
Work Train Service -				
Wages Trainmen		737.73		
Enginemen		554.20	1291.93	
Teleg. Clerk -				
94 hrs.	1.835 hr.	172.49		
40 "	2.75 " O.T.	110.00	282.49	
	Regular time		1464.42	
	Overtime		110.00	

3% Vacation allowance on 1464.42		$ 43.94	
6½% RR Ret. & Unemp. on 1618.36		105.19	
4% Insurance		64.73	$1788.28
Vo. No. 335245 Teleg. Clerk Pers. Exp.			26.50
Rental of Equipment:			
5400 Cls. Eng. - 18 days			
765 mi. @ 1.034 mi.		791.01	
18 days @ 5.76 day		103.68	894.69
Freight St. Johns, Ore. to Wyeth, Ore. 66 mi.			
105780# 66 mi. 3491 ton mi. @ .01		34.91	
Boarding outfits:			
Extra Gang 746 -			
11 Outfit cars 331 days @ 1.016 day	$336.30		
5 Rev. cars 96 days 1.016 day	97.54		
	433.84		
Basis for apportionment -			
Total hours worked 5293			
Hours this job 4987 94.22%			
94.22% of 433.84		408.76	
Extra Gang 748 -			
16 Outfit cars 313 days @ 1.016 day	318.01		
5 Rev. cars 65 days 1.016 day	66.04		
	384.05		
Basis of apportionment -			
Total hours worked 5870			
Hours this job 2248 38.3%			
38.3% of 384.05		147.09	
Extra Gang 750 -			
24 Outfit cars 561 days @ 1.016 day	569.98		
10 Rev. cars 307 days 1.016 day	311.91		
	881.89		
Basis for apportionment -			
Total hours worked 8158			
Hours this job 2320 28.44%			
28.44% of 881.89		250.81	
Roadway Equipment -			
2 days Race wrench 3.01 day	6.02		
½ " Adzer A-2-39 3.01 day	1.51		
3 " Rail drill 3.01 day	9.03		
1 " Power Jack J-13 3.01 day	3.01	19.57	861.14
Trucks -			
MW 69 1½ ton 29 days 667 mi.			
MW 9 " 18 " 648 "			

Ml

MW 8	1½ ton	16 days	480 mi.		
MW 70	"	4½ "	140 "		
MW 71	"	9½ "	323 "		
			2258 "	.05 Mile	$ 112.90

Loco Crane 0287:

Crane 0287 - 15 "	@ 6.19	$ 92.85		
3 Outfit cars 45 "	1.016	45.72		
1 Rev. car 15 "	1.016	15.24	$ 153.81	

TE #456 -
Crushed rock ballast
8 cars 260 cu. yds. 64.4425 car — 515.54

Freight:
Barnhart, Ore. to Wyeth 158 mi.
676,000# 158 mi. 53404 ton mi. @ .01 — 534.04

F 485 #223
198 ctn. Plastic jt. packing .51 ctn. — 100.98
5% Cost of handling — 5.05

Freight:
Omnium to Wyeth 1734 mi.
1782# 1734 mi. 1545 ton mi. @ .01 — 15.45 — 1324.87

June 1953

PR extra Gang 746:
Skelentonize and shift 200' of existing main line track M.P. 51.2 to 52.3 -

8 hrs.	1.9875 hr. (22)	15.90	
3 "	3.10 hr. O.T.	9.30	
8 "	1.665 "	13.32	
7 "	2.60 " O.T.	18.20	
8 "	1.715 "	13.72	
3 "	2.575 " O.T.	7.72	
8 "	1.636	13.09	
3 "	2.445 " O.T.	7.34	
8 "	1.499 "	11.99	
3 "	2.25 " O.T.	6.75	
256 "	1.499 "	383.74	
96 "	2.25 " O.T.	216.00	717.07

Surfacing and lining track M.P. 51.2 to 52.3 -

88 hrs.	349.35 mo. (22)	174.68
88 "	293.01 " "	146.51

Jhl

	2.60 hr. O.T.	$ 10.40	
4 hrs.	1.715 "	116.62	
68 "	1.631 "	143.53	
88 "	1.547 "	61.88	
40 "	1.499 "	131.91	
88 "	2.25 " O.T.	36.00	
16 "	1.499 "	3933.35	$4755.15
2624 hrs.			
Laying rail M.P. 51.2 to 52.3 -			
	349.85 mo. (22)	39.76	
20 hrs.	293.05 "	33.30	
20 "	1.715 hr.	34.30	
20 "	1.631 "	32.62	
20 "	1.499 "	659.56	799.54
440 "			
Raise Ballast -			
	349.85 mo. (22)	87.46	
44 hrs.	3.10 hr. O.T.	21.70	
7 "	293.05 mo. (22)	73.26	
44 "	2.60 hr. O.T.	18.20	
7 "	1.715 "	75.46	
44 "	1.631 "	71.76	
44 "	2.575 " O.T.	2.58	
1 "	1.499 "	65.95	
44 "	2.25 " O.T.	36.00	
16 "	1.499 "	2158.56	
1440 "	2.25 " O.T.	22.50	2633.43
10 "			
Extra Gang 748:			
Shifting track MP 52.25 to 52.33 -	1.499 hr.	299.80	299.80
200 hrs.			
Surfacing and lining track -			
	349.85 mo. (22)	143.12	
72 hrs.	308.05 " "	126.02	
72 "	2.73 hr. O.T.	5.46	
2 "	1.715 "	123.48	
72 "	1.499 "	4449.03	
2968 "	2.25 " O.T.	36.00	4883.11
16 "			
Construct new track M.P. 50 to 52 -			
	349.85 mo. (22)	174.93	
88 hrs.	3.10 hr. O.T.	9.30	
3 "	308.05 mo. (22)	154.03	
88 "	2.73 hr. O.T.	13.65	
5 "	1.715 "	150.92	
88 "	2.575 " O.T.	7.73	
3 "	1.499 "	4982.68	
3324 "	2.25 " O.T.	297.00	5790.24
132 "			
Camptender -	2.25 " O.T.	36.00	36.00
16 hrs.			

Th

Meet and sign up new man -			
2 2/3 hrs.	3.10 hr. O.T.	$ 8.27	
1 hr.	2.73 " O.T.	2.73	
2 2/3 "	2.25 " O.T.	6.00	$ 17.00
PR - Other Gangs - Traxcavator:			
Moving rail from old main line -			
24 hrs.	1.919 hr.	46.06	46.06
Frog Gang #3:			
Cutting and welding -			
4 hrs.	2.935 hr. O.T.		11.74
Loco Crane 0287:			
Load track material -			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Cutting in new main line -			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Handling track material -			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
56 "	1.991 "	111.50	
1½ "	2.985 " O.T.	4.48	
56 "	1.655 "	92.68	
1½ "	2.485 " O.T.	3.73	212.39
Traxcavator HD 24:			
Building up sub-grade M.P. 52 -			
16 hrs.	1.919 hr.	30.70	30.70
Load and dump gravel -			
16 hrs.	1.919 hr.	30.70	30.70
PR Tracks - Sec. 11:			
Cutting in new tracks M.P. 52 -			
16 hrs.	317.15 mo.	28.85	
72 "	1.535 hr.	110.52	
8 "	2.81 " O.T.	22.48	
37 "	2.305 " O.T.	85.30	247.15
	Regular time		19635.03
	Overtime		962.56
3% Vacation allowance on 19635.03			589.05
6½% RR Ret. and Unempl. on 21186.64			1377.13
4% Insurance on 21186.64			847.47
			$23411.24

ml.

Work train service -				
Wages - Trainmen		$1001.31	$1746.90	
Enginemen		745.59		
Teleg. Clerk -				
112 hrs.	1.835 hr.	205.52		
65¼ "	2.75 "	179.44	384.96	
Regular time			1952.42	
Overtime			179.44	
3% Vacation allowance on 1952.42			58.57	
6½% RR Ret. and Unemp. on 2190.43			142.38	
4% Insurance on 2190.43			87.62	$2420.43
Vo. No. 331414 -				23.00
Personal expenses - Teleg. Clerk				
Rental of Equipment:				
5400 Class eng.	3 days			
7000-7800 Class eng.	11 days			
963 mi. @ 1.034 mi.			995.74	
14 days 5.76 day			80.64	
			1076.38	
Freight:				
St. Johns, Ore. to Wyeth 66 mi.			33.65	1110.03
101967# 66 mi. 3365 ton mi. @ .01				
Extra Gang 746:				
Boarding outfit -				
4 Rev. Cars	109 days @ 1.016 day		110.74	
10 Outfit cars	300 days @ 1.016 day		304.80	
			415.54	
Basis for apportionment:				
Total hours worked	6382			
" " this job	5736 89.88%			373.49
89.88% of 415.54				
Extra Gang 748:				
Boarding outfit -				
3 Rev. Cars	90 days @ 1.016 day		91.44	
13 Outfit cars	390 days @ 1.016 day		396.24	
			487.68	
Basis for apportionment:				
Total hrs. worked	7883			
" " this job	7155 90.77%			442.67
90.77% of 487.68				
Crane 0287 -				
2 days	@ 6.19 day	12.38		
1 Rev. car 3 days	@ 1.016 day	3.05		21.53
3 Outfit cars 6 days	@ 1.016 day	6.10		

Ml

Work train service - Wages - Trainmen Enginemen		$1001.31 745.59	$1746.90	
Teleg. Clerk - 112 hrs. 65¼ "	1.835 hr. 2.75 "	205.52 179.44	384.96	
	Regular time		1952.42	
	Overtime		179.44	
3% Vacation allowance on 1952.42			58.57	
6½% RR Ret. and Unemp. on 2190.43			142.38	
4% Insurance on 2190.43			87.62	$2420.43
Vo. No. 331414 - Personal expenses - Teleg. Clerk				23.00
Rental of Equipment: 5400 Class eng. 7000-7800 Class eng.	3 days 11 days			
963 mi. @ 1.034 mi.			995.74	
14 days 5.76 day			80.64	
			1076.38	
Freight: St. Johns, Ore. to Wyeth 66 mi. 101967# 66 mi. 3365 ton mi. @ .01			33.65	1110.03
Extra Gang 746: Boarding outfit - 4 Rev. Cars	109 days @ 1.016 day		110.74	
10 Outfit cars	300 days @ 1.016 day		304.80	
			415.54	
Basis for apportionment: Total hours worked " " this job 89.85% of 415.54	6382 5734 89.85%			373.49
Extra Gang 748: Boarding outfit - 3 Rev. Cars	90 days @ 1.016 day		91.44	
13 Outfit cars	390 days @ 1.016 day		396.24	
			487.68	
Basis for apportionment: Total hrs. worked " " this job 90.77% of 487.68	7882 7155 90.77%			442.67
Crane 0287 - 2 days	@ 6.19 day	12.38		
1 Rev. car 3 days	@ 1.016 day	3.05		
3 Outfit cars 6 days	@ 1.016 day	6.10		21.53

ML

Traxcavator - 3 days	8.02 day		$ 24.06
Extra Gang 746 - MW 69 Truck 1½ ton 448 mi. Extra Gang 748 MW 80 Truck 1½ ton 780 mi. 1228 mi.	.05 mi.		61.40
Rail Drill - 1 day	3.01 day		3.01
PR-712-1 Signal Gang 782: Bonding of rails and installing underground wiring -	440.61 mo. (26)	$ 33.91	
16 hrs.	2.003 hr. O.T.	240.36	
120 "	1.787 "	42.89	
24 "	1.763 "	14.10	
8 "	1.691 "	40.58	
24 "			
	Regular time	131.48	
	Overtime	240.36	
3% Vacation allowance on	131.48	3.94	
6½% RR Ret. and Unemp. on	375.78	24.43	
4% Insurance on	375.78	15.03	415.24
Rental of Equipment - 7 Revenue cars - 210 days	@ 1.016 day	213.36	
6 Outfit cars - 180	1.016 day	182.88	
		396.24	
Basis for apportionment: Total hours worked 2231 Hours this gang 192 8.6% of 396.24	8.6%		34.08
MW 68 Chev. 2 ton truck 330 mi.	@ .05		16.50
Motor car 2 days	.74 day		1.48
PR Tracks - Sec. 10: Aligning, surfacing and patrol new track -			
60 hrs.	2.81 hr. O.T.	168.60	
34 "	2.305 " "	78.37	
22 "	2.25 " "	49.50	$ 296.47
Patrolling and cutting in new track Sec. 10 -			
27 hrs.	2.81 hr. O.T.	75.87	
19½ "	3.748 " "	[illegible]	
36 "	2.305 " "	[illegible]	

Mb

22½ hrs.	3.07 hr. O.T.	$ 69.08		
8 "	2.25 " "	18.00		
7½ "	3.00 " "	22.50	$ 341.47	
	Overtime		637.94	
3% Vacation allowance - None				
6½% RR Ret. and Unempl. on 637.94			41.47	
4% Insurance on 637.94			25.52	$ 704.93
TE #562: Rip Rap - Chatfield - 1560 cu. yds. - 52 cars	46.594 car		2422.89	
TE #556: Crushed rock - Barnhart - 3825 cu. yds. - 85 cars	64.6765 car		5497.50	
Freight: Rip Rap Chatfield, Ore. to Wyeth - 25 mi. 4027920# 25 mi. 50344 ton mi. @ .01			503.49	
Crushed rock - Barnhart to Wyeth 158 mi. 9,945,000# 158 mi. 785655 ton mi. @ .01			7856.55	16280.43
502-1 #1000 Wire switch and bond track -				
200 ft. Single cond. wire #9 AWG 5/64" wall Kerite insulation tape and 2 jutes ND finish ft.	.11 ft.	22.00		
100 ft. IP-2 Tigerweld bonds,	.29 ea.	29.00		
2 Cont. insulated joints, 6 hole armored for 133# RE Rail CT Dwg. 54838	22.92 ea.	45.84		
8 C-8-20" long special stub end track connector	.47 ea.	3.76		
		100.60		
5% Cost of handling		5.03		
Freight: Omaha to Wyeth - 1734 mi. 436# 1734 mi. 378 ton mi. @ .01		3.78		109.41
TE #589 - Cost of Oxweld material -				
100 cu. ft. Acetylene	2.23 C cu. ft.	2.23		
244 " Oxygen	.78 "	1.90		
1 lb. Weld rods	.30 lb.	.30		4.43

485#			
51 ctns. Plastic jt. packing	.52 ctn.	$ 26.52	
67 ctns. Plastic jt. packing	.51 ctn.	34.17	
		60.69	
5% Cost of handling		3.03	
Freight:			
Omaha to Wyeth - 1734 mi.			
1062 lbs. 1734 mi. 921 ton mi. @ .01		9.21	$ 72.93

July 1953

Extra Gang 746:

Retire old main line -

40 hrs.	1.90135 hr.	76.05	
40 "	1.592 hr.	63.68	
40 "	1.715 "	68.60	
40 "	1.631 "	65.24	
24 "	1.547 "	37.13	
40 "	1.499 "	59.96	
8 "	2.25 " O.T.	18.00	
712 "	1.499 "	1067.29	$1455.95

Remove temporary turnout -

8 hrs.	1.90135 hr.	15.21	
8 "	1.592 hr.	12.74	
8 "	1.715 "	13.72	
8 "	1.631 "	13.05	
8 "	1.499 "	11.99	
8 "	1.547 "	12.37	
144 "	1.499 "	215.86	294.94

Spotting and lining track -

24 hrs.		1.90135 hr.	45.64
8 "		3.10 hr. O.T.	24.80
24 "		1.592 "	38.22
3 "		2.60 " O.T.	7.80
24 "		1.715 "	41.16
8 "		2.575 " O.T.	20.60
24 "		1.631 "	39.14
8 "		2.445 " O.T.	19.56
24 "		1.547 "	37.13
8 "		2.32 hr. O.T.	18.56
24 "		1.499 "	35.97
8 "		2.25 " O.T.	18.00
512 "		1.499 "	767.48
32 "		2.25 " O.T.	72.00
40 "	Ex. Gang 748	349.85 mo. (23)	76.05
1 "		3.10 hr. O.T.	3.10
40 "		308.05 mo. (23)	66.96

1 hr.	2.73 hr. O.T.	$ 2.73		
24 "	1.715 "	41.16		
1 "	2.575 " "	2.58		
1360 "	1.499 "	2038.64		
51 "	2.25 " "	114.75	$3532.03	
40 hrs.	349.83 mo. (23)	76.05		
40 "	308.05 mo. "	66.96		
40 "	1.715 hr.	68.60		
1 "	2.575 " O.T.	2.58		
1304 "	1.499 "	1954.70	2168.89	
	Regular time		7126.75	
	Overtime		325.06	
3% Vacation allowance on 7126.75			213.80	
6½% RR Ret. and Unemp. on 7665.61			498.26	
4% Insurance on 7665.61			306.62	$8470.49
Work Train Service -				
Wages Trainmen		498.75		
Enginemen		385.49		
Teleg. Clerk -				
56 hrs.	1.835 hr.	102.76		
32-3/4 hrs.	2.75 hr. O.T.	90.06		
	Regular time		987.00	
	Overtime		90.06	
			1077.06	
3% Vacation allowance on 987.00			29.61	
6½% RR Ret. and Unemp. on 1106.67			71.93	
4% Insurance on 1106.67			44.27	1222.87
Vo. No. 358105 - Personal expenses - Teleg. Clerk				14.00
Rental of Engine:				
5500 Cls. Loco 1 day				
7000-7800 Cls. Loco 7 days				
458 mi. @ 1.034 mi.			473.57	
8 days @ 5.76 day			46.08	
Freight:				
St. Johns, Ore. to Wyeth - 66 mi.				
53793# 66 mi. 1775 ton mi. @ .01 t.m.			17.75	537.40
Extra Gang 746:				
Boarding outfit -				
3 Rev. Cars 73 days @ 1.016 day		74.17		
14 Outfit cars 337 days @ 1.016 day		342.39		
		416.56		

ML

Basis for apportionment:				
Total hrs. worked	4694			
Hours this job	1867 39.77%			
39.77% of 416.56				$165.66
Extra Gang 748:				
Boarding Outfits -				
3 Rev. cars 71 days	1.016 day	72.14		
13 Outfit cars 373 days	1.016 day	378.97		
		451.11		
Basis for apportionment:				
Total hours worked	5764			
Hours this job	2943 51.06%			
51.06% of 451.11				230.34
Trucks:				
MW 80 1½ ton 8 days	330 mi. @ .05			
MW 69 1½ ton 10 days	392 mi. @ .05			
	722 mi. @ .05			36.10
Vo. No. 344353:				
Morrison-Knudsen Co., Inc. -				
Place rock (M.P. 51.5)		752.62		
Place rock (M.P. 57.7)		101.83		854.45
Crushed rock:				
Barnhart pit -				
135 cu. yds. 4 cars	53.80 car		$215.20	
Freight:				
Barnhart to Wyeth - 158 mi.				
351,000# 158 mi. 27729 ton mi. @ .01			277.29	492.49
PR - Other Gangs - Crane 0287:				
Pick up track material -				
64 hrs.	1.991 hr.	127.42		
2.5 "	2.985 "	7.46		
64 "	1.655 "	105.92		
2.5 "	2.485 "	6.21		
	Regular time	233.34		
	Overtime	13.67		
3% Vacation allowance on 233.34		7.00		
6½% RR Ret. and Unemp. on 254.01		16.51		270.52
4% Insurance				10.16
Main Track -				
9 L. ft. 133.4# 1st. Qual				
Rail 400#	93.24 NT		18.64	
5% Handling cost			.93	
Freight:				
Seattle to Wyeth - 233 mi.				
400 lbs. Rail 233 mi. 47 ton mi. @ .01			.47	20.04

Rental:

Crane 0287	8 days	@ 6.19 Day	49.52	
1 Rev. Car	8 days	1.016 "	8.13	
3 Outfit cars	8 days ea 24 days	@ 1016 Day	24.38	$82.03

Cost to Compile Bill:

Bill Clerk-				
March 1956	40 hrs	$371.45 Mo. (22)	84.42	
April 1956	40 hrs	" " (21)	88.44	
May 1956	38 hrs	" " (23)	76.71	
June 1956	60 hrs	" " (21)	132.67	
July 1956	16 hrs	" " (22)	33.77	
Bill Examiner -				
3/4 hrs July 1956		381.72 Mo. (22)	1.63	
Compt, Operator				
June 1956	4 Hrs	325.21 Mo. (21)	7.74	
Typist -				
June 1956	9 Hrs	332.40 Mo. (21)	17.81	
			443.19	
4% vacation allowance			17.73	
2% paid holidays			8.86	
7½% Railroad Retirement and Unemployment Ins		on 469.78	35.23	
4% Insurance		on 469.78	18.79	
2% health and welfare		on 443.19	8.86	532.66
		Total		$242 767.27

Rental:				
Crane 0287	8 days	6.19 Day	49 52	
1 Rev. Car	8 days	1.016 "	8.13	
3 Outfit cars	8 days ea 24 days	1016 Day	24.38	$82.03
Cost to Compile Bill:				
Bill Clerk-				
March 1956	40 hrs	$371.45 Mo. (22)	84.42	
April 1956	40 hrs	" " (21)	88.44	
May 1956	38 hrs	" " (23)	76.71	
June 1956	60 hrs	" " (21)	132.67	
July 1956	16 hrs	" " (22)	33.77	
Bill Examiner - 3/4 hrs July 1956		381.72 Mo. (22)	1.63	
Compt, Operator June 1956	4 Hrs	325.21 Mo. (21)	7.74	
Typist - June 1956	9 Hrs	332.40 Mo. (21)	17.81	
			443.19	
4% vacation allowance			17.73	
2% paid holidays			8.86	
7½% Railroad Retirement and Unemployment Ins on 469.78			35.23	
4% Insurance on 469.78			18.79	
2% health and welfare on 443.19			5.86	532.66
		Total		$242 767.27

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

NOVEMBER 2, 1955

(File Ref. D 315-2-37)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Wyeth-Viento Section - Columbia River Hwy.

This will acknowledge your letter of October 24th concerning Railroad bill No. 709211 in the amount of $311,997.07. Your criticisms will be called to the attention of my principals for their consideration.

Yours very truly,

EFKidder

E. F. Kidder,
Division Engineer

RECEIVED
[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 24, 1955

Mr. E. F. Kidder, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

The invoice of the Union Pacific Railroad Company, in the amount of $188,236.17, for signal line changes, watchman, flagman, engineering, et cetera, and the invoice in the amount of $311,997.07, for track changes, between Wyeth and Viento on the Columbia River Highway have been referred to me.

I am advised that the billing in the amount of $188,236.17 has been examined and has been approved as a basis for presentation to the Bureau of Public Roads for cooperation from Federal funds, but that the billing for $311,997.07 for track changes is objectionable in that it does not give any credit for ties removed from the abandoned main line and passing tracks and includes handling costs of materials, contrary to the provisions of General Administrative Memorandum No. 299 issued by the Bureau of Public Roads.

This comes as a definite surprise to me as it has been the understanding of this office that, under the agreement executed November 29, 1951, covering the construction between Wyeth and Viento, all billing would be in accordance with Memorandum 229 in the same manner as in a long series of past projects. It was at no time contemplated that a portion of the billing would be made upon the basis of the Memorandum and the balance upon an entirely different basis.

It will be sincerely appreciated if you will give the matter your earnest consideration and make such changes as to conform with Memorandum 299.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. C. W. Enfield

FORM E-30 25M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 22, 1955

SUBJECT: Shell Rock Mountain Section
(Gorton-Warren Creek and
Warren Creek-Viento Contracts)

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Sir:

The Union Pacific Railroad Company has billed us $188,236.17 for signal line changes, watchmen, flagmen, engineering, etc., on this project. All bills for this amount are, as nearly as I can determine, in accord with G.A.M. No. 299 and my interpretation of the governing section of State/Railroad Agreement No. 382 covering the project.

The Union Pacific Company has now billed us for $311,997.07 for cost of track changes on this section. Two items in this bill, that may or may not represent considerable money to the State, are definitely not in accord with the terms of G.A.M. No. 299. These two items are credit for ties removed from abandoned main line and passing tracks and handling costs on materials.

In reviewing the governing sections of the State/Railroad agreement, I am in doubt as to whether or not track work is to be billed in accordance with G.A.M. 299. The governing sections of the agreement, as I read it, are as follows:

"Section 4. RELOCATION OF RAILROAD.
Article (f) * * * Upon removal of said tracks, facilities and underpasses, the Railroads will credit the State with the reasonable salvage value of materials recovered therefrom, less cost of recovery. * * * *

"Section 7. OTHER WORK TO BE DONE BY RAILROADS.
Article (a) Besides other work to be done by the Railroads at the expense of the State as herein elsewhere provided, the Railroads may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may become necessary because of construction and maintenance by the State of the highway and appurtenances thereof, or because of any other work to be performed by the State as provided in this agreement, and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include, but shall not be limited to,

> all items of expense reimbursable under United States Public Roads Administration General Administrative Memorandum No. 299, and amendments and supplements thereto, and bills for such reimbursement shall be paid at the times and in the manner provided therein."

Can Article (a), Section 7, be construed to mean that billing for track work should be in accord with G.A.M. No. 299.

There is no precedent or policy to follow in this particular case. On March 28, 1955, we sent Union Pacific bills for work on the Wygant Park-Hood River Section to the Bureau of Public Roads for audit. Language in this agreement and some conditions in the bills were similar to the agreement and bills in this case. The Omaha auditor and the local office of the Bureau of Public Roads raised the same question contained in this letter. I gave the local office a verbal reply to their question to the effect that we read the agreement to mean that all bills for work on the project should be in accord with G.A.M. No. 299. No reports on the results of the audit have been received.

If the agreement is read to mean that bills for track work are exempt from the terms of G.A.M. No. 299, we cannot claim credit for ties removed from the abandoned track at "no value", which under G.A.M. No. 299 would mean a credit to the State of an estimated $13,700.00 and further the Bureau of Public Roads will not audit the bill.

If the agreement is read to mean that bills for track work are to be in accord with G.A.M. No. 299, I will return the bill to the Union Pacific Company for correction, and on receipt of a corrected bill submit it to the Bureau of Public Roads for audit.

I am withholding payment on the entire bill until I hear from you.

Very truly yours,

C. A. Gardner
Bridge Office Engineer

CAG/dp

FORM 230—50M—2-55—82986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 30th,1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Dear Sir:

I am returning herewith Union Pacific bill No. 709211 dated June 8, 1955. I am also enclosing copy of Carl A. Peterson's letter of July 7th returning this bill to myself after he had made a complete check of the bill. As you will note from his report, there is no question raised as to the work being done or the correctness of their billing for the individual items.

Peterson does raise a definite question as to the credit allowed on material released as against the cost of new material shown on their bill. He has cited the item of 4292 7"x9"x8' ties on the Shell Rock line change. As he states, the state is charged for the removal of these ties, also new ties at $3.4485 each, plus 10% handling cost. In this case the old ties were of practically no value, and in fact were ready for replacement. In previous billing from the Western Union for their telegraph poles replaced due to our construction on sections of the upper Columbia River Highway above Cascade Locks, they have only charged us for the depreciated value of the poles that had to be replaced. It would seem that the same basis with the Union Pacific, particularly on ties, would be equitable. The rail situation on these line changes is slightly different, as they have shown a credit for their 130.8 pound rail, which was replaced at $50.00 per ton. The new rail is charged to us at $79.42 per ton.

I am enclosing work sheets that Peterson has used in arriving at the answers shown in his letter. I would suggest that the matter of a possible adjustment should be investigated, if you feel we have any basis to stand on. These bills are returned with our approval, subject to Peterson's and my letter.

RECEIVED
AUG 12 1955
OREGON [illegible] COMMISSION

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w

Encl.
cc: Forrest Cooper
C. A. Peterson

FORM 230—50M—10-54—79405

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Banks, Oregon
July 7, 1955

SUBJECT: Railroad Bill # 709211

To:

Mr. A. G. Skelton
Division Engineer
State Hwy. Dept.
Portland, Ore.

Dear Sir;

We have checked the Union Pacific Railroad Bill # 709211 and find all calulations correct; but I wish to call your attention to pages 8 to 14 in regard to materials. The cost of new material and the credit allowed on material released, very considerably. There were 4292 ties 7"x9"x8' of no value and ready for replacement if no line changes were made. State is charged for the removal of these, also new ties at $3.4485 each plus 10% handling costs, this item alone amounts to $ 17,069,61. Then 130 ties of no value and ready for replacement $ 381.50 + 10% handling= $419.65 + $17,069.61 equals $17,489.26 Total for ties of no value.

The cost of new rails, spikes, tie plates, joint bars, track bolts & spring washers plus misc. items amounts to $105,406,54 materials released $53,409.80 difference of $51,996.74 + $17,489.26 (ties of no value)= $69,486.00.
Credits as shown $45,652.30 this leaves a difference of $23,833.07

I believe an adjustment should be made before this bill is approved.

Very truly yours,
Carl A Peterson
Resident Engineer.

RECEIVED
AUG 12 1955
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

TIES

	NEW			CREDIT		
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	4415	3.44[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]	304.75			
[illegible]	2000	3.425345	6850.79			
[illegible]				[illegible]	[illegible]	5274.50
[illegible]				4290[illegible]	No Value	
[illegible]	[illegible]	[illegible]	370.9[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	130	3.[illegible] 28	[illegible]	130	[illegible]	
[illegible]	[illegible]	[illegible]	[illegible]			
[illegible]	467	3.43[illegible]	584.[illegible]			
[illegible]	28[illegible]	[illegible]	481.5[illegible]			
[illegible]				[illegible]	[illegible]	[illegible]
			26864.65			6749.57

MISCELLANEOUS

	NEW			CREDIT		
[illegible]	[illegible]	[illegible]	[illegible]			
Insulated Joints 36"	2 pr	30.5[illegible]	36[illegible]			
[illegible]	[illegible]	[illegible]	5.0[illegible]			
[illegible]	[illegible]	[illegible]	320.[illegible]			
[illegible]				[illegible]	3.7[illegible]	[illegible]
[illegible]				(2pr) 42[illegible]	3.7[illegible]	[illegible]7
[illegible]				[illegible]30[illegible]	.22 05	27.56
[illegible]				[illegible]	.22 05	[illegible] 56
[illegible]	[illegible]	3.70[illegible]	38[illegible]			
[illegible]	[illegible]	3.70	[illegible]			
[illegible]	33[illegible]	3.70	25.50			
[illegible]	[illegible]	3.7[illegible]	5.84			

MISCELLANEOUS

	NEW			CREDIT		
33# [illegible]	[illegible] 2352#	37.979 cwt	[illegible]			
133# Insulated Joints - 36"	2 pr	30.53[illegible]	36[illegible]4			
33 [illegible] Used	(pr) 40[illegible]#	3.70 cwt	15.02			
31# Rail [illegible] Used	1455	[illegible] ea	320.0			
31# [illegible] - Used				(Con [illegible]#	3.70 cwt	47[illegible]
[illegible] - Used				(2pr) 43[illegible]#	3.70	[illegible]7
33#				[illegible]308	.22 ea	27.56
131# [illegible]					[illegible]23	42[illegible]
32# [illegible]						
10# Con Joints [illegible]	[illegible]30#	3.70 cwt	38.1			
100#	(5) 884#	3.70	32.7[illegible]			
90#	(80) 3392#	3.70	125.50			
110-13[illegible] [illegible] Used	(pr) 428#	[illegible]	15.84			
100-[illegible]	[illegible] 25[illegible]#	[illegible]	9.32			
[illegible]	(4pr) 464#	3.7[illegible]	17.[illegible]			
[illegible]	[illegible] 320#	[illegible]	[illegible]84			
13[illegible] [illegible] Used	[illegible] 264#	[illegible]	[illegible]			
[illegible]	[illegible]	[illegible]53	37.06			
[illegible]	(2[illegible])					
[illegible]	[illegible]	3[illegible]	[illegible]			
30#	[illegible]	.22 [illegible]	31.[illegible]			
131# Used	160	.22	35.20			
110# Used	62	.22	13.64			
100# Used	457	30.[illegible]	129.8[illegible]			
90# Used				(2pr) 428#	[illegible]	[illegible]
[illegible] Used				(4pr) 640#	3.20	20.48
[illegible]				(2pr) 33[illegible]#	3.20	36.[illegible]6
[illegible]				(3pr) [illegible]	3.20	8.06
[illegible]				(2pr) 764#	3.20	6.53
[illegible]				(pr) 5150	3.20	164.[illegible]
[illegible]				2[illegible]2	.23	57.06
13[illegible]				92	.22	44.6
			3542.58			2482.45
			105406.54			53409.8[illegible]

105,4[illegible]
− 53,40[illegible]
51,9[illegible]
+ 174[illegible].2
[illegible]

CREDIT

[illegible]			
360.4[illegible]			
5.02			
320..0			
	[illegible] 2.76	3.70 cwt	47.21
	(2 pr) 4.31	3.70 "	6 17
	7308	.22 ea	627.56
	[illegible]	.22 ea	439 [illegible]
35 [illegible]			
32 [illegible]			
25.50			
5.84			
9.32			
17.[illegible]			
[illegible] 34			
[illegible]			
37.6[illegible]			
[illegible]			
31 [illegible]			
35.20			
13.64			
39.8[illegible]			
	(ea) 418	[illegible]	12 [illegible]
	[illegible]	[illegible]	20.48
	[illegible]	[illegible]	36.46
	[illegible]	[illegible]	8.06
	[illegible]	[illegible]	6.53
	[illegible]	[illegible]	164.80
	[illegible]	.22	57.96
	[illegible]	[illegible]	44.[illegible]
3542.58			2482.45
[illegible]			5340.[illegible]

165,[illegible]
− 53,4[illegible]

51,9[illegible],74 Difference in Old + New [illegible]
+ 17,4[illegible].26 Ties [illegible]

69,4[illegible] 00

Bill No 709211

	RAILS						TIE PLATES			
	NEW			CREDIT			NEW			
	Quant	Price	Amt	Quant	Price	Amt	Quant	Price	Amt	Q
258628 Ft - 133# New Rail	11 50032 #	$ 794176 NT	$ 4566640				[illegible]			
Scrap [illegible] 12.5 Ft				556 #	50.00 NT	1390	[illegible]			
20285.6 Ft - 130.8 # [illegible]				[illegible]	[illegible]	[illegible]				
[illegible]				[illegible]	[illegible]	[illegible]				
[illegible] Scrap Ra				[illegible]	[illegible]	175				
			419.53							
									1631620	
			56.62				732 #	5.43	39.75	
				1067 #	40.00 NT	21.34	691 #	3.70	25.57	
				12125 #	50.00 NT	303.13				
				240 #	50.00	6.00				
				7833 #	50.00	445.83			432548	

JOINT B

Quant	Price	Amt
79056 #	53 [illegible] NT	[illegible]

09211

RAILS				TIE PLATES						
	← CREDIT →			← NEW →			← CREDIT →			
Amt	Quant	Price	Amt	Quant	Price	Amt	Quant	Price	Amt	
4566.40				[illegible]	[illegible]	[illegible]				
	553#	50.00 NT	1390	3,33[illegible]#	3.2[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
										131#
	[illegible]	[illegible]	32							
	[illegible]	[illegible] NT	[illegible]							
	[illegible]	[illegible] NT	175						[illegible]	
				2182#	4.0[illegible]	141 27				
				4002#	3.[illegible]	13[illegible]				
				[illegible]	[illegible]	[illegible]				
						1631620			932721	

JOINT BARS

							[illegible]	[illegible]	[illegible]	[illegible]
							12070#	[illegible]	446 81	[illegible]
				[illegible]	[illegible]	3975				36
				[illegible]	3.[illegible]	25[illegible]				24
							244#	370	903	131#
							230#	370	151	
						432548			207278	

130.8 [illegible]

456 - 110.4 — 4.953

3597 [illegible]

16.316.20

JOINT B

432548

TRACK BOLT

18 [illegible]

5041360

31.717.97

SPIKES

404 — 764 — 3[illegible]

257 — 764 — [illegible]

3456 — 76[illegible] — 70[illegible]

474 — 300 M — [illegible]

30.00

39.56

(474)

276029

938.30

(2358)

165 — 76.11 M — 12.56

160 — 60.45 M — 10.16

(288)

118374

419.53

13

16316 20

9327 21

JOINT BARS

4325 48

2072 78

TRACK BOLTS & SPRING WASHERS

Use

50413 60

31717 97

74 150 11 Scrap

Spring washers

300

(474) 73 150 cwt 1 10 1⅜" Use

(238) 367 150 55

2760.29

938 30

M

12 56

160 6045

(288) 45 150 cwt 67 Scrap Spring

1183 74

121 52

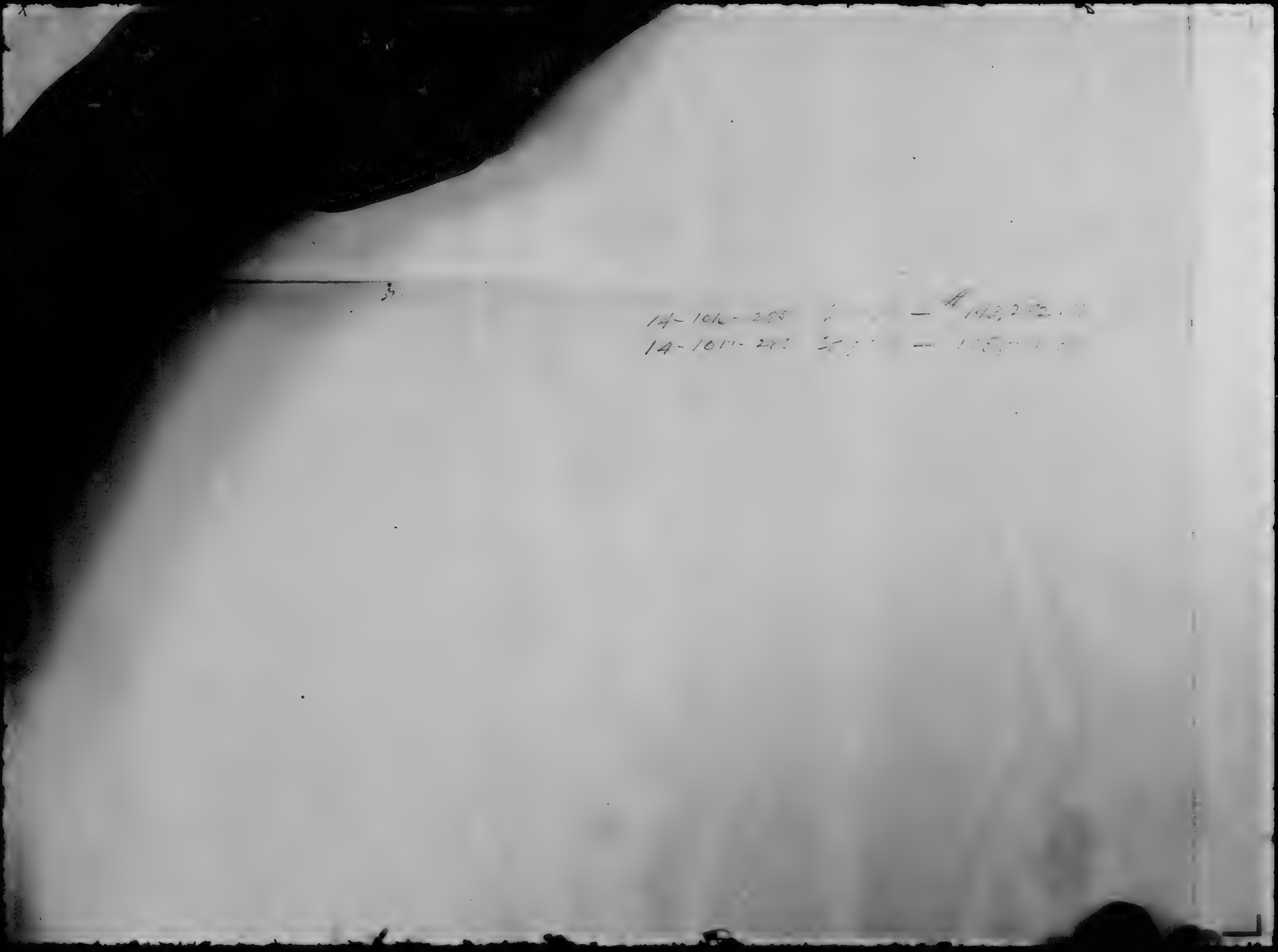
Rails
Spikes
Tie plates
Ties

UNION PACIFIC R R CO.
BILL # 709211
May-1955

	PAGE	CHARGE	CREDIT
	1	290737 ✓	
	2	337951 ✓	
	3	208542 ✓	
	4	787244 ✓	
	5	72973	
- 6.26	6	7868	
	7	[illegible]	
	8	11414771	139.
	9	2132266	4311655 27825 ✓
	10	876959 ✓	465255 ✓
	11	647330 ✓	27189 ✓
	12	428071 ✓	2134 ✓
	13	11007 ✓	525921 ✓
	14	[illegible] ✓	3458 ✓
	15	505407 ✓	
	16	231822	
	17	2643	
	18	226335 ✓	
	19	186646 ✓	
	20	384082 ✓	
	21	49,972 ✓	
	22	745702 ✓	
	23	335037	
	24	1048732 ✓	
	25	332859 ✓	
	26	1901231 ✓	
	27	786035 ✓	

14	2735.98 ✓	3908
15	5054.07 ✓	
16	2318.22 ✓	
17	2648.65 ✓	
18	2563.38 ✓	
19	1866.46 ✓	
20	3840.82 ✓	
21	4919.72 ✓	
22	7459.52 ✓	
23	3350.37 ✓	
24	10487.32 ✓	
25	3328.59 ✓	
26	19012.31 ✓	
27	7860.85 ✓	
28	5592.50 ✓	
29	10819.27 ✓	
30	3778.97 ✓	
31	9204.99 ✓	
32	11145.45 ✓	
33	10818.46 ✓	
34	2005.74 ✓	
35	26824.14 ✓	
36	2163.85 ✓	
37	9728.59 ✓	
38	3045.29 ✓	
39	343.88 ✓	
	365650.34	
	− 53653.27	5365327
	311997.07	

OK →



14-1016-255 [illegible] — # 1113, 2[illegible]

14-1017-2[illegible] [illegible] — 1113 [illegible] n 2552

To F. G. Skelton DATE 6/24/55

Herewith 3 copies of UPC Bill 709211, fired on Gorton Cr. - Warren Cr. & Warren Cr. - Vantage Sub. Will you please refer to Res Engr for check and approval. Return 2 copies

SIGNED Gardner

PLEASE REPLY HERE

To ______ DATE ______

SIGNED ______

NOTE - INDIVIDUAL ORIGINATING CC[illegible]MEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JUNE 15, 1955

(File: D 315-2-37)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Gorton Creek-Warren Creek and Warren Creek-Viento Sections - Columbia River Highway.

Attached in quadruplicate is Union Pacific Railroad Company's bill No. 709211 dated June 8, 1955 in the amount of $311,997.07, covering expenses incurred by the Railroad in connection with the line changes on above-mentioned Sections.

Please review the bill and if satisfactory place in line for payment.

Very truly yours,

E F Kidder

E. F. Kidder,
Division Engineer

enc.

[illegible]

RECEIVED
JUN 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

Salem, Oregon Sept. 19, 1955

STATE OF OREGON

To Union Pacific Railroad Co., Omaha 2, Nebraska, Dr.

Project Shell Rock Mountain (Gorton Cr. - Warren Cr. & Warren Cr. - Viento)

Highway Comm. Agreement No. 382

Sub-Division No.

Ry. Company's Agreement No. Audit 76863

Estimate No. 6

Period Covered Entire Job

Prefix & Acct. No. 14-1016
14-1017

Item		Total Amount To Date	Previous Amount	Present Amount
Bill No.	5-0647	25,626.11	25,626.11	
	550412	5,089.47	5,089.47	
	550414	7,479.60	7,479.60	
	597353	26,366.58	26,366.58	
	598991	6,763.92	6,763.92	
	598989	7,735.25	7,735.25	
	710321	109,175.24		109,175.24
Totals		188,236.17	79,060.93	109,175.24
Retained 10 %		18,823.62	7,906.09	10,917.53
Total Payments		169,412.55	71,154.84	98,257.71

Computed by______ Checked by______

Pay This Estimate $ 98,257.71

Approved Field Engr.______

Approved:

Previous Voucher No.______

Bridge Office/Engineer

FORM 230—10M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 24th, 1955

SUBJECT:

To: Mr. P. M. Stephenson
Bridge Engineer
State Highway Department
Salem, Oregon

Attn: C. A. Gardner

Dear Sir:

I am returning herewith three copies of Union Pacific Railroad Company's bill No. 710321 in the amount of $109,175.24. This covers the alterations, relocations etc. of the Union Pacific Company's telegraph and signal line on the Gorton Creek-Warren Creek, and Warren Creek-Viento Section of the Columbia River Highway. This has been OK'd by Carl Peterson and approved by myself. I am also enclosing a break down that Carl Peterson has made of this bill.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: C. A. Peterson

RECEIVED
AUG 25 1955
OREGON [illegible] DEPARTMENT

TO P.G. Skelton DATE 7/5/55

Herewith 3 copies of UP
Co Bill 710321, another paid,
for work Gorton-Warren St.,
& Warren Av - Viento Sts.
Will you please refer to
Res Engr for check and
approval - Return 2 -

SIGNED Gardner

PLEASE REPLY HERE

TO DATE

JJd 8/25

SIGNED

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JUNE 28, 1955

(File Ref. D 315-2-37)

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Re: Gorton Creek - Warren Creek
Warren Creek - Vinento Sections,
Columbia River Highway

Attached in quadruplicate is Union Pacific Railroad Company's Bill No. 710321 dated May 14, 1955 in the amount of $109,175.24, covering expenses incurred by the Railroad making temporary relocation of its facilities furnishing such engineering inspection and watchmen service as deemed necessary on the above mentioned sections.

Please review the bill and if satisfactory, place in line for payment.

Yours very truly,

E. F. Kidder,
Division Engineer

Enc.

[illegible] JUL 1 - 1955 [illegible]
OREGON [illegible]
BRIDGE DEPARTMENT

RECEIVED
[illegible]

1-54-100M

Form 130 A

BILL NO. 710321

MONTH'S ACCOUNT

DEPT. NO.

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

Ok [illegible]
[illegible]

12 [illegible] 20 - [illegible]
[illegible] 20 - [illegible]
14 [illegible] 20 = [illegible] 33
[illegible]
[illegible]
14 [illegible] [illegible] 33

APPROVED

DIVISION ENGINEER

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

For cost of alterations or relocations, engineering, inspection, watchmen, flagmen, etc. in connection with the construction of Columbine River Highway at Wyeth Oregon for the State of Oregon, Agreement Audit No. 76863 dated Nov. 21, 1951. Our Work Order No. 6809 OW.

September 1952				
PR-701-1-2 Suptnce.				
Engineer Inspector				
21 days		45.00 mo. (21)	446.00	$445.00
PR tracks - Sec. 10				
Flagging and patrolling tracks M.P. 54.3				
28 hrs.	Foreman	1.854 hr.	51.91	
28 "	Sectionmen	1.515 "	42.42	
28 "	"	1.479 "	41.41	
11 "	Foreman	2.78 " O.T.	30.58	
5 "	Sectionmen	2.275 " O.T.	11.38	
5 "	"	2.22 " O.T.	11.10	188.80
M.P. 52 105				
8 hrs	Foreman	1.854 hr.	14.83	
8 "	Sectionmen	1.515 "	12.12	
8 "	"	1.479 "	11.83	
2 "	Foreman	2.78 hr. O.T.	5.56	
2 "	Sectionmen	2.275 " O.T.	4.55	
2 " 30	"	2.22 " O.T.	4.44	53.33
M.P. 58				
4 hrs.	Foreman	1.734 hr.	6.94	
4 "	Sectionmen	1.515 "	6.06	
4 "	"	1.479 "	5.92	
1 "	Foreman	2.58 " O.T.	2.58	
1 "	Sectionmen	2.275 " O.T.	2.28	
1 "	"	2.22 " O.T.	2.22	26.00
Flagging and patrolling track at M.P. 52.4				
29 hrs.		1.854 hr.	53.77	
29 "		1.515 "	43.94	
29 "		1.479 "	42.89	
17 "	O.T.	2.78 "	47.26	
11 "	O.T.	2.275 "	25.03	
11 "	O.T.	2.22 "	24.42	237.31
126				
Roadway watchmen account construction near main line tracks M.P. 53.8				
8 hrs. O.T.		2.78 hr.	22.24	
152 "		1.515 "	230.28	
184 " O.T.		2.275 "	418.60	671.12
Watchmen at M.P. 52.4				
112 hrs.		1.515 hr.	169.68	
104 " O.T.		2.275 "	235.60	406.28

Flagging and patrolling track, also roadway watchman - M.P. 52.2				
13 hrs.	O.T.	2.58 hr.	33.54	
5 "	O.T.	2.275 "	11.38	
5 "	O.T.	2.22 "	11.10	
32 "		1.515 "	48.48	
16 "	O.T.	2.275 "	36.40	$140.90
Flagging M.P. 52.2				
12 hrs.		1.734 hr.	20.81	
12 "		1.515 "	18.18	
12 "		1.479 "	17.75	
1 "		1.721 "	1.72	
1 "		1.515 "	1.52	
1 "		1.479 "	1.48	61.46
Roadway watchman M.P. 52.5				
32 hrs.		1.515 hr.	48.48	
64 "	O.T.	2.275 "	145.60	194.08
Flagging and patrolling track				
8 hrs.		1.734 hr.	13.87	
8 "		1.515 "	12.12	
8 "		1.479 "	11.83	
5 "	O.T.	2.58 "	12.90	
2 "	O.T.	2.275 "	4.55	
2 "	O.T.	2.22 "	4.44	59.71
Flagging M.P. 52.5				
19 hrs.		1.734 hr.	32.95	
19 "		1.515 "	28.79	
19 "		1.479 "	28.10	
1 "		1.721 "	1.72	
1 "		1.515 "	1.51	
1 "		1.479 "	1.48	94.55
F. B. Pendleton - Signalman Patrol, signal lines, M.P. 54.5				
42 hrs.		1.983 hr.	83.29	
7 "	O.T.	2.9745 "	20.82	104.11
Signal Gang 784 - E. R. Foster Relocate signal pole line and signals temp. M.P. 50.34 to 52.31; 53.27 to 54.5				
32 hrs.		436.64 mo. (21 da.)	83.17	
56 "		1.983 hr.	111.05	
24 "	O.T.	2.9745 "	71.39	
8 "		1.743 "	13.94	
16 "		1.719 "	27.50	
96 "		1.671 "	160.42	
4 "	O.T.	2.5065 "	10.03	477.50

PR 712-2			
F. B. Pendleton - Signalman			
Patrol signal lines M.P. 54.5			
50 hrs.	1.983 hr.	99.15	
5 " O.T.	2.9745 "	14.87	$114.02
Signal Gang 787 - W. L. Hieb			
Move rock slide fence M.P. 52.4			
64 hrs.	436.64 mo. (21 da)	166.34	
136 "	1.983 hr.	269.69	
48 "	1.743 "	83.66	
40 "	1.719 "	68.76	
96 "	1.671 "	160.42	748.87
General Signal Foreman W. H. Ferguson and Signal Clerk - V. L. Richards			
Line changes M.P. 50.34 to 54.5			
80 hrs.	484.54 mo.	230.73	
16 "	321.46 "	30.62	261.35
Signal Gang 784 - E. R. Foster			
Relocate signal pole lines and signal temp. M.P. 50.34 to 52.31 & 53.27 to 54.5			
68 hrs.	436.64 mo. (21 da)	176.73	
540 "	1.983 hr.	1070.82	
88 "	1.743 "	153.38	
52 "	1.719 "	89.39	
180 "	1.671 "	300.78	1791.10
Relocate signal pole lines and signal perm.			
36 hrs.	436.64 mo. (21 da)	93.57	
408 "	1.983 hr.	809.06	
84 "	1.743 "	146.41	
16 "	1.719 "	27.50	
116 "	1.671 "	193.84	1270.38
Work train service labor			
Trainmen and Enginemen wages			
Trainmen		11.80	
Enginemen		8.65	20.45
PR 704-2 Telegraph Clerk - J. B. Bowen			
Work train service at Hpod River			
2 hrs. straight time	1.315 h4.	3.63	
1/2 " overtime	2.72 hr.	1.36	4.99
PR 27-1 Telegraph gang 015 - O. W. Williams			
Attach crossarms and string wires for carrier.			
Circuits M.P. 51 to M.P. 53 temp. work			
5 days	435.00 mo. (21 da)	103.57	
24 hrs.	1.81345 hr.	43.52	
24 "	2.001 "	48.02	
3 " O.T.	2.867 "	8.60	
112 "	1.911 hr.	214.03	417.74

Patrolling telegraph lines M.P. 52 to 53 - Lineman				
12 hrs. O.T.	2.867 hr.		$34.40	
Patrol telegraph lines M.P. 50 to 55.2 R. E. Becker - lineman				
50 hrs.	1.911 hr.	95.55		
7 " O.T.	2.867 "	20.07	115.62	
PR 27-2 Telegraph gang 015 - O. W. Williams Move pole line M.P. 53 to 54				
16 hrs.	2.001 hr.	32.02		
2 " O.T.	2.867 "	5.73		
64 "	1.911 "	122.30	160.05	
Patrol telegraph line M.P. 50 - M.P. 55-2 R. E. Becker - Lineman				
50 hrs.	1.911 hr.	95.55		
4 " O.T.	2.867 "	11.47	107.02	
			8206.14	
3% Vacation allowance on	6898.65		206.96	
4% Insurance on	8413.10		336.52	
6½% RR Ret and U.I. Tax on	8413.10		546.85	$9296.47
Personal Expenses				
E 244365 - R. E. Becker - Lineman			78.25	
E 246835 - L. H. Boyd - Engr. Inspector			34.85	
E 247477 - W. H. Ferguson - Gen. Signal Foreman			44.85	
E 247647 - Eugene Mathis - Watchman			33.60	191.55

Material Charges

Material used from Telegraph dept. mtce stock July
Telegraph gang 015 - Williams
Relocate pole line M.P. 53.14 to 54.2

44 pcs.	SH Bolts, cross arm 5/8 x 12"	@ .12 pc.	5.28
36 pcs.	SH Bolts, crossarm 5/8 x 14"	@ .14 pc.	5.04
40 pcs.	SH Bolts, carriage 3/8 x 4"	@ .02 pc.	.80
19 pcs.	SH L.H. Brackets trans pt. type	@ 1.00 pc.	19.00
2 pcs.	SH R.H. Brackets trans. pt. type	@ 1.00 pc.	2.00
10 pcs.	SH Drop type brackets trans. pt. type	@ .75 pc.	7.50
60 pcs.	SH Pins, steel std.	@ .15 pc.	9.00
30 lbs.	N Wire - tie, copper #9	@ .32 lb.	9.60

4 pcs.	N Bolts, hubbard double arm	.23 pc.	.92	$59.14	
Form 502-1 #1730 - Signal Gang 784					
1 ea.	N Cl 3, 35' trtd. line pole -	23.90 ea.	23.90		
1 ea.	N Cl 3, 45' trtd. line pole -	39.75 ea.	39.75		
3 ea.	N Cl 3, 50' trtd. line pole -	45.00 ea.	135.00		
10 ea.	N Bierce anchor s5/8 x 6'	2.90 ea.	29.00		
14 ea.	N Breakarm brackets	1.96 ea.	27.44		
160 ft.	N 16 cond. #14 AWG solid aerial cable	.65 ft.	104.00	359.09	
Material released: F 502-1 #1679					
1 ea.	Cl 3, 50 trtd line pole		45.00 cr		
1 ea.	Cl 3, 35' trtd line pole -		23.90 cr	68.90	
	5% handling costs on $219.58			10.98	$360.31

Form 1253 Rental of Equipment

Signal Gang #784 - E. R. Foster

14 Outfit cars, 420 days @ 1.016 da. 426.72	
Total hours worked - 3209 hrs.	
Hrs. this job - 1824 hrs. or 56.84% of 426.72	242.55
Motor car - 21 days - .74 day	15.54
1 truck 2520 miles @ .05 mi.	126.00

Telegraph Gang #015 - O. W. Williams

16 Outfit cars - 480 days @ 1.016 day 487.68	
Total hours worked - 3137 hrs.	
Hrs. this job - 408 hrs. or 13.006% of 487.68	63.43
1 truck - 840 miles - .05 mi.	42.00

Signal Gang #787 - W. L. Hieb

11 Outfit cars - 330 days @ 1.016 day - 335.28	
Total hours worked - 1320 hrs.	
Hrs. this job - 424 hrs. or 32.121% of 335.28	107.70

RPE

Motor car 4 days - .74 day		$ 2.96	
Truck - 480 miles - .05 mi.		24.00	
Locomotive Rental - Work Train Service			
Loco 7864 1/6.25 day @ 79.409 day -	12.71		
Caboose 1/6.25 day @ 1.016 day	.16	12.87	$637.05 ✓
Transportation charges - Telegraph Matl.			
337# Oma to Wyeth 1725.7 mi. @ .01 NTM		2.91	
Untreated poles 6767# Centralia, Wn to The Dalles, Ore. 175.1 mi. @ .01 NTM		5.92	
Treated poles 8220# The Dalles to Wyeth, Ore. 34.4 mi. @ .01 NTM		1.41	10.24 ✓
Omitted charges and adjustments Previous bills			
August 1952			
Personal Expenses			
Vo. No. 236073 - Signalman		28.05	
Vo. No. 222506 - Engr. Insptr.		.95	29.00 ✓
April 1952 Bill Coll. Audit No. 597353 3rd Progressive billing			
Sheet No. 7			
As charged:			
Work train service			
Wages straight time	1032.00		
overtime	612.83	1644.83 ✓	
3% Vacation allowance on - 10		30.96 ✓	
6% RR Ret. & U.I. on 1675.79		100.55 ✓	
4% Insurance		67.03 ✓	
		1843.37 ✓	
Should be			
Wages straight time	915.72		
overtime	655.59	1571.31 ✓	
3% Vacation allowance on 915.72		27.47	
6½% RR Ret. & U.I. tax on 1598.78		103.92 ✓	
4% Insurance		63.95 ✓	
		1766.65 ✓	
Overcharge			76.72

October 1952

PR 701-1-2 Supt.			
Traveling Engr. Accountant			
Line change accounting M.P. 53.27-54.5			
4 days	410.00 mo. (23)	71.31	
Engr. - Inspector M.P. 50-55			
20 days	445.00 mo. (23)	386.96	$ 458.27
PR-710-1-2 B & B Gang #712			
Remove walk and handrails Br 54.3			
4 hrs.	1.9557 hr.	7.82	
4 "	1.847 "	7.39	
4 "	1.779 "	7.12	
12 "	1.655 "	19.86	42.19
Dismantle and remove temp. bridge 54.3			
8 hrs.	1.9557 hr.	15.65	
8 "	1.847 "	14.78	
8 "	1.799 "	14.39	
24 "	1.655 "	39.72	84.54
PR 712-1			
Gen. Signal Foreman - W. H. Ferguson			
10 days	489.40 mo. (23 da)		212.78
Signal Gang #784 - E. R. Foster			
Relocate pole lines and signals			
M.P. 50.34 to 52.31 and M.P.			
53.27 to 54.5			
83 hrs.	440.81 mo. (23 da)	198.84	
746 "	2.003 hr.	1494.24	
96 "	1.763 "	169.25	
83 "	1.739 "	144.34	
249 "	1.691 "	421.06	2427.73
1257			
Signal Gang #782 - M. H. Allen			
Dig pole holes and set poles			
M.P. 53.2 to 54.2			
40 hrs.	440.81 mo. (23 da)	95.83	
280 "	2.003 hr.	560.84	
40 "	1.763 "	70.52	
40 "	1.739 "	69.56	
80 "	1.691 "	135.28	932.03
Signalman - F. P. Pendleton			
Patrol signal lines M.P. 54.5			
48 hrs.	2.003 hr.	96.14	
2 " O.T.	3.004 "	6.01	102.15

Signal Gang #787 - W. L. Hieb
Move pole line

72 hrs.	440.81 mo. (23 da)	172.49	
216 "	2.003 hr.	432.65	
72 "	1.763 "	126.94	
72 "	1.739 "	125.21	
144 "	1.691 "	243.50	$1100.79

PR 712-2
Gen. Signal Foreman - W. H. Ferguson

6 days	489.40 mo. (23 da)		127.67

Signal Gang #784 - E. R. Foster
Relocate pole line & sig. M.P. 50.34 to 52.31 and 53.27 to 54.5

76 hrs.	440.81 mo. (23 da)	182.07	
736 "	2.003 hr.	1474.21	
60 "	1.763 "	105.78	
76 "	1.739 "	132.16	
88 "	1.691 "	148.81	
4 " O.T.	3.004 "	12.02	2055.05

Signal Gang #782 - M. H. Allen
Remove rock slide fence and poles
M.P. 53.4 - 54.0

16 hrs.	440.81 mo. (23 da)	38.33	
128 "	2.003 hr.	256.38	
32 "	1.763 "	56.42	
16 "	1.739 "	27.82	
32 "	1.691 "	54.11	
3½ " O.T.	3.004 "	10.51	
1 " O.T.	2.644 "	2.64	
½ " O.T.	2.608 "	1.30	
1 " O.T.	2.536 "	2.54	450.05

Signalman - F. P. Pendleton
Patrol signal lines M.P. 54.5

60 hrs.	2.003 hr.	120.18	
1 " O.T.	3.004 "	3.01	123.19

Signal Gang #787 - W. L. Hieb
Move pole line

56 hrs.	440.81 mo.	134.16	
128 "	2.003 hr.	256.38	
56 "	1.763 "	98.73	
56 "	1.739	97.38	
72 "	1.691	121.75	708.40

PR 27-1 Telegraph Dept.			
Teleg. Gang #-015 - H. Robinson			
Move pole line M.P. 50 to 54			
32 hrs.	308.05 mo. (23 da)	53.57	
56 "	2.021 hr.	113.18	
7 " O.T.	2.897 "	20.28	
298 "	1.931 "	575.44	
141 "	1.691 "	238.43	$1000.90
Lineman - R. E.Becker			
Patrol, inspect lines M.P. 50-55.2			
36 hrs.	1.931 hr.	69.52	
3 " O.T.	2.897 "	8.69	78.21
PR 27-2			
Telegraph Gang #015 - H. Robinson			
Move pole line M.P. 50 to 54			
11 days	435.00 mo. (23 da)	208.04	
128 hrs.	2.021 hr.	258.69	
16 " O.T.	2.897 "	46.35	
611 "	1.931 "	1179.84	
242 "	1.691 "	409.22	2102.14
Lineman - R. E. Becker			
Patrol and inspect lines M.P. 50 to 55.2			
28 hrs.	1.931 hr.		54.07
PR - Other Gangs			
Crane 0287 - N. W. Weis			
Handle poles for Teleg. Dept. - Wyeth			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Taking out bridge 54.43			
8 hrs.	1.991 hr.	15.93	
8 "	1.655 "	13.24	29.17
Load trk. matl. - old main line - Lindsey			
40 hrs.	1.991 hr.	79.64	
4 " O.T.	2.985 "	11.94	
40 "	1.655 "	66.20	
4 " O.T.	2.485 "	9.94	167.72
Payroll Track Sections			
Section #11 - E. J. Mesker M.P. 52 to 54			
Flagging and patrolling track			
16 hrs.	1.535 hr.	24.56	
6 " O.T.	2.305 "	13.83	
3 " O.T.	2.81 "	8.43	46.82

Section #10 - Frank Strader			
Flagging and patrolling track			
M.P. 52.2			
4 hrs.	294.85 mo. (23 da)	6.41	
12 "	1.535 hr.	18.42	
12 "	1.499 "	17.99	
8 "	317.35 mo. (23 da)	13.80	
3 " O.T.	2.305 hr.	6.92	
3 " O.T.	2.25 "	6.75	
3 " O.T.	2.81 "	8.43	$78.72
Flagging and patrolling track			
M.P. 52			
4 hrs.	294.85 mo. (23 da)	6.41	
12 "	1.535 hr.	18.42	
12 "	1.499 "	17.99	
8 "	1.874 "	14.99	57.81
Flagging and patrolling track			
M.P. 52.5			
20 hrs.	317.35 mo. (23 da)	34.49	
24 "	1.535 hr.	36.84	
28 "	1.499 "	41.97	
12 " O.T.	2.81 "	33.72	
4 " O.T.	2.305 "	9.22	
4 " O.T.	2.25 "	9.00	165.24
Roadway watchman M.P. 52.5			
368 hrs.	1.535 hr.	564.88	
376 " O.T.	2.305 "	866.68	1431.56
Flagging and patrolling track			
M.P. 52.5			
4 hrs.	294.85 mo. (23 da)	6.41	
4 "	1.535 hr.	6.14	
4 "	1.499 "	6.00	
1 " O.T.	2.305 "	2.31	
1 " O.T.	2.25 "	2.25	
1 " O.T.	2.40 "	2.40	25.51
JE 905 Work Train Service - Labor			
Straight time		482.52	
Overtime		369.92	852.44
PR 704-1 and 2 Station			
Telegrapher - J. J. [illegible]			
45½ hrs.	1.835 hr.	83.49	
28-1/12 hrs. O.T.	2.75 "	77.23	160.72
			15105.04

RC

3% Vacation allowance on	13552.72	406.58	
6½% RRR & U.I. Tax on	15511.61	1008.25	
4% Insurance on	15511.61	620.46	$ 17140.33

Personal Expense:

Vo. 239672 - E. Mathis, watchman	35.84	
Vo. 239522 - W. H. Ferguson - Gen. Sig. Foreman	118.60	
Vo. 242116 - R. E. Becker - Lineman	37.00	
Vo. 239712 - Frank Irwin - Trav. Engr. Acct.	11.20	
Vo. 239702 - L. H. Boyd - Engr. Inspector	20.75	
Vo. 235618 - Ross T. Eaton - Asst. Engr.	9.00	
Vo. 239912 - J. W. Conklin - Engr. Insp.	41.25	
Vo. 243684 - C. Ferris - Lineman Teleg. Gang #015	12.35	285.99

Material charges:

F 502-1 #1940 - Signal Gang #784 - E. R. Foster
Construct line change account relocation
Columbia River Highway M.P. 54.5 to 53.5

1 mi. N Galv. iron line wire #9 BWG Grade 85 314# at .09 lb.	28.26		
2 mi. S.H. Galv. iron line wire #9 BWG Grade 85 314# per mi. 628# @ 8.25 cwt	51.81		
1 mi. N #8 AWG solid 40% cond. 374# @ .38 lb.	142.12		
100 ea. N nicopress splicing sleeve for #8 AWG wire @ .08 ea.	8.00		
100 ea. N nicopress copper splicing sleeve for #6 AWG @ .15 ea.	15.00		
100 ea. N nicopress galv. copper splicing sleeve for #9 BWG wire, .08 ea	8.00		
2 ea. N Class 3, 35' fir line pole full treated @ 19.20 ea.	38.40		
2 ea. N Class 3, 45' fir line pole full treated @ 23.90 ea.	47.80		
2 mi. S.H. #6 AWG solid copper line wire 840# @ 25.25 cwt	212.10	551.49	
5% handling charge on 287.58		14.38	565.87

Rental of Equipment

Vo. 235614 - M. J. Goss Mtr. Co. car rental 2594 mi. @ .10 mi.				259.40
Loco Crane 0287 - N. W. Wels				
1 - 25 ton crane 7 days @ 1.47 day (Depr.)		10.29		
57 hrs. @ .59 hr. (Reprs)		33.63		
4 Outfit cars - 124 days @ 1.016 da.	125.98			
Total hours worked - 418				
Hours this job 120 or 28.706% of 125.98		36.17	80.09	

MLS

Signal Gang #784 - E. R. Foster				
14 Outfit cars 434 days @ 1.016 da.	440.94			
3 Track cars 69 days @ .74 da.	51.06			
	492.00			
Total hrs. worked - 2696				
Hrs. this job - 2297 or 85.2% of 492.00		419.18		
1 Stude track #55, 922 mi @ .05 mi.		46.10	$465.28	
Signal Gang #782 - M. H. Allen				
14 Outfit cars 434 days @ 1.016 da. - 440.94				
Total hrs. worked - 2881				
Hrs. this job - 710 or 24.644% of 440.94			108.67	
Extra gang #746 - Ernest Oaks				
15 Outfit cars 465 days @ 1.016 da. 472.44				
Total hrs. worked - 3990				
Hrs. this job 432 or 10.827% of 472.44			51.15	
Telegraph Gang #015 - H. Robinson				
15 Outfit cars 465 days @ 1.016 da. 472.44				
Total hrs. worked - 2324				
Hrs. this job - 1542 or 66.35% of 472.44			313.46	
Signal Gang #787 - W. L. Hieb				
11 Outfit cars 341 days @ 1.016 da. 346.46				
Total hrs. worked - 1400				
Hrs. this job 944 or 67.428% of 346.46-		233.61		
2# 967 & 8R Power drills 8 hrs. @ 3.01 day		3.01		
1 Chevy truck #66-1523 mi. @ .05 mi.		76.15	312.77	
B & B Gang #712 - C. F. Nearman				
11 Outfit cars 341 days @ 1.016 da. 346.46				
1 Motor car 23 days @ .74 day-17.02, total - 363.48				
Total hrs. worked - 979				
Hrs. this job 72 or 7.354% of 363.48		26.73		
1 Truck MA 28 - 56 mi. @ .05 mi.		2.80	29.53	
Engr. Inspector, L. H. Boyd M.P. 54.2				
1 GMC-MW-34, 140 mi. @ .05 mi.			7.00	1367.95

445

Locomotive Rental - Work Train Service				
Loco #758-1-day	@79.409 day	79.41		
Loco #2171 - 4-7/8 day	79.409 day	387.12		
Caboose 5-7/8 day	1.016 day	5.97	$472.50	

Form 4921 - Fuel and supplies used - N. W. Weis				
Loco Crane 0287				
2 gal. car oil @ .18 gal.	.36			
2 gal. engine oil @ .51 gal	1.02			
2 gal. LTB @ .48 gal.	.96			
1 gal. RPM Delco @ .37 gal.	.37			
1# Gear grease @ .14 lb.	.14			
120 gal. Diesel fuel oil @ .16 gal.	19.20			
5 gal. gasoline @ .15 gal.	.75			
4# waste rags @ .27 #	1.08			
3# gun grease @ .14 #	.42	24.30		
Total hrs. worked - 418				
Hrs. this job - 120 hrs. or 28.708 % of 24.30			6.98	$479.48

Indirect treating cost:		
2 ea. 35' poles 1022 BM' @ 9.00 MBM	9.20	
2 ea. 45' poles 1251 BM' @ 9.00 MBM	11.26	20.46

Transportation charges on material:		
Untreated poles - Fir		
4230# Centralia, Wn to The Dalles, Ore 175.1 mi. @ .01 NTM	3.70	
Treated poles - Fir		
4510# The Dalles to Wyeth, Ore. 34.4 mi. @ .01 NTM	.77	
Telegraph material		
2236# Omaha to Wyeth, Ore 1725.7 mi. @ .01 NTM	19.29	23.76

Our Bill Coll. No. 597353
Nov. 13, 1952
Construct temp. bridges M.P. 53.9, 54.3 and 51.8.
Adjust costs to temporary use, pages 7, 8, 9 and 10.

As charged:	
502-1 #646 - B & B Gang 705, W. P. Heinrich	46.77
502-1 #651 - B & B Gang 711, Willingham	131.41
502-1 #644 B & B Gang 705. Heinrich	138.04

502-1 #637 - B & B Gang, 711	Willingham	975.28	
502-1 #674 - B & B Gang, 711	"	2093.99	
502-1 #718 - B & B Gang, 718	Heinrich	62.90	
502-1 #806 - B & B Gang, 711	Willingham	60.92	
502-1 #757 - B & B Gang, 711	"	15.67	
502-1 #737 - B & B Gang, 705	"	3201.63	$ 6726.61

Should be:

12	4'6" x 16'	rgh.	untrtd.	ea.	2.06	24.72
8	4 x 12 x 20'	"	"	ea.	6.26	50.08
16	4 x 8 x 20	"	"	ea.	4.67	74.72
9	4 x 8 x 16	"	"	ea.	3.53	31.77
8	4 x 4 x 16 S4S		"	ea.	1.77	14.16
8	3 x 4 x 16 S4S		"	ea.	1.32	10.56
26	2 x 6 x 16 S4S		"	ea.	1.50	39.00
8	2 x 6 x 18 rgh		"	ea.	.98	7.84
24	2 x 12 x 16 rgh		"	ea.	2.73	65.52
16	4 x 12 x 24 rgh		"	ea.	7.53	120.48
53	8 x 8 x 9 S4S		"	ea.	5.14	272.42
6	5 x 8 x 18 S4S		"	ea.	6.42	38.52
4	14 x 14 x 14 S4S		"	ea.	24.46	97.84
6	10 x 20-17'-6"	rgh	untr.	ea.	33.56	201.36
2	10 x 20-34'	"	"	ea.	65.19	130.38
4	9 x 20-34'	"	"	ea.	58.68	234.72
12	3 x 12-16'	"	"	ea.	3.55	42.60
15	2 x 6 x 16'	"	"	ea.	1.12	16.80
2	10 x 20 x 17'	"	"	ea.	107.51	60.92
8	4 x 12 x 20'	"	"	MBM ft.		
				ea.	6.26	50.08
16	4 x 8-20'	"	"	ea.	4.42	70.72
9	4 x 8-16'	"	"	ea.	3.53	31.77
8	4 x 4-16' S4S		"	ea.	1.77	14.16
8	3 x 4-16' S4S		"	ea.	1.32	10.56
26	2 x 6-16' "		"	ea.	1.50	39.00
8	2 x 6-16' rgh.		"	ea.	.98	7.84
24	2 x 12 x 18' "		"	ea.	2.73	65.52
16	4 x 12-24' "		"	ea.	7.53	120.48
40	3/4" Sq. nuts			C	3.40	1.36
30	5/8" " "			C	3.10	.93
7#	1/2" punch washers			lb.	.10	.70
80	3/4" cast washers			ea.	.18	14.40
80	3/4" E.T. assemblies			ea.	.39	31.20
40	5/8" E.T. "			ea.	.37	14.80
60	2" cast washers			ea.	.94	56.40
100#	3/8 x 10" boat spikes			lb.	.09	9.00
30	5/8" cast washers			ea.	.08	2.40
25	3/4" mach. bolts			ea.	.26	6.50
24	3/4 x 20" drift bolts			ea.	.11	2.64
30#	40 D nails			lb.	.07	2.10

20#	20D Nails	lb.	.07	1.40
3	3/4 x 42" mach. bolts	ea.	.44	1.32
22	3/4 x 43" " "	ea.	.36	7.92
18	3/4 x 20" " "	ea.	.24	4.32
10	3/4" nuts	C	3.40	.34
40	130.8# tie plates SH887	C#	3.20	28.38 — S/B 6%
8	3/4 x 46" mach. bolts	ea.	.48	3.84
30	3/4 x 38" " "	ea.	.55	16.50
13	3/4 x 32" " " &nuts	ea.	.39	5.07
11	3/4 x 32" " "	ea.	.32	3.52
8	3/4 x 22" " "	ea.	.26	2.08
8	3/4 x 26" " "	3a.	.31	2.48
30	5/8 x 17" " "	ea.	.17	5.10
60	1/2 x 6 " "	ea.	.06	3.60
27	3/4" Sq. nuts	C	3.40	.92
30	5/8 " "	C	3.10	.93
40	1/2 x 8" mach. bolts and nuts	ea.	.08	3.20
7#	1/2" punch washers	lb.	.10	.70
80	3/4" cast washers	ea.	.19	15.20
30	5/8" " "	ea.	.19	5.70
80	3/4" E.T. assemblies	ea.	.39	31.20
40	5/8" E.T. "	ea.	.37	14.80
60	2" cast washers	ea.	.94	56.40
100#	3/8 x 10 boat spikes	lb.	.09	9.00
25	3/4 x 22" mach. bolts	ea.	.26	6.50
8	3/4 x 46 " " " &nuts	ea.	.48	3.84
30	3/4 x 38 " " "	ea.	.55	16.50
24	3/4 x 32" " "	ea.	.39	9.36
197	3/4" Sq. nuts	C	3.40	6.70
8	3/4" x 22" mach. bolts	ea.	.26	2.08
8	3/4 x 26" " "	ea.	.31	2.48
30	5/8 x 17" " "	ea.	.17	5.10
60	1/2 x 6" " "	ea.	.06	3.60
6	10 x 20-34" rgh. untr.	ea.	65.19	391.14
6	10 x 20-17'6" " "	ea.	33.56	201.36
53	8 x 8-9' S1S "	ea.	5.14	272.42
6	5 x 8-18' " "	ea.	6.42	38.52
4	14" x 14"-14' S1S untr.	ea.	24.46	97.84
8	4 x 12 x 20' rgh. "	ea.	6.26	50.08
16	4 x 8 x 20' " "	ea.	4.67	74.72
9	4 x 8 x 16' " "	ea.	3.53	31.77
8	4 x 4 x 16' S4S "	ea.	1.77	14.16
8	3 x 4 x 16' " "	ea.	1.32	10.56
26	2 x 6-16' " "	ea.	1.50	39.00
8	2 x 6-16' rgh. "	ea.	.98	7.84
24	2 x 12-16 " "	ea.	2.49	59.76
16	4 x 12-24 " "	ea.	7.53	120.48

-415

6	10" x 20"-17'6" rgh untr.	ea.	33.56	201.36		
6	10 x 20" x 34' " "	ea.	65.19	391.14		
53	8" x 8-9' S1S-	ea.	5.14	272.42		
6	5 x 8-18' "	ea.	6.42	38.52		
4	14 x 14-14' "	ea.	24.46	97.84		
				4777.98		
	25% loss in service life				1194.50	$ 1194.50
1	50' piling treated	ea.	34.58	34.58		
1	40' " "	ea.	27.66	27.66		
2	35' " "	ea.	24.21	48.42		
1	30' " "	ea.	20.75	20.75		
	Indirect treating costs					
	221 B. ft.	CBM ft.	.90	1.99		
5	Fir piling untr.	ea.	18.28	91.40		
47	40' fir piling untr.	ea.	18.28	859.16		
14	48' piling untr.	ea.	20.00	280.00		
4	40' " "	ea.	17.78	71.12		
9	40' " "	ea.	17.78	160.02		
14	45' " "	ea.	13.82	193.48		
				1788.58		
	15% Loss in service life				268.29	268.29
30	3/4" x 38" Mach bolts & nuts	ea.	.55	16.50		
24	3/4" x 32" " " &nuts	ea.	.32	7.68		
8	3/4" x 46 " " " "	ea.	.48	3.84		
8	3/4" x 22" " " "	ea.	.26	2.08		
8	3/4" x 26" " " "	ea.	.31	2.48		
30	5/8 x 17" " " "	ea.	.17	5.10		
60	1/2 x 6 " " "	ea.	.06	3.60		
40	1/2 x 8 " " "	ea.	.08	3.20		
16	3/4" Sq. nuts	C	3.40	.54		
30	5/8 " "	C	3.10	.93		
40	1/2 x 8" mach bolts &nuts	ea.	.08	3.20		
7#	1/2" punch washers	lb.	.10	.70		
80	3/4" cast washers	ea.	.19	15.20		
30	5/8" " "	ea.	.19	5.70		
80	3/4" E.T. assemblies	ea.	.39	31.20		
40	5/8" " "	ea.	.37	14.80		
60	2" cast washers	ea.	.94	56.40		
100#	3/8 x 10" boat spikes	lb.	.09	9.00		
25	3/4 x 22" mach bolts	ea.	.26	6.50		
				188.65		
	10% loss in service life					18.87

This piling [illegible]

November 1952
PR 701-1-2 Suptnce
TEA
4 days   410.00 mo. (19 da.) 86.32

Engr. Insptr.			
19 days	445.00 mo. (19 da.)	445.00	
PR-712-1-2 Signal			
Patrol and inspect line			
120 hrs.	2.003 hr.	240.36	
4 " O.T.	3.0045 "	12.02	
Patrolling signal line			
32 hrs.	2.003 hr.	64.10	
1½ " O.T.	3.0045 "	4.51	
PR-27-2 Teleg. Dept. Gang 015			
Move pole lines			
1 day	435.00 mo. (19)	22.89	
16 hrs.	2.021 hr.	32.34	
2 " O.T.	2.897 "	5.79	
80 "	1.931 "	154.48	
56 "	1.691 "	94.70	
PR-Track Secs. Sec. 10			
Roadway watchman			
320 hrs.	1.535 hr.	491.20	
415 " O.T.	2.305 "	956.58	
Flagging and patrolling track			
16 hrs.	317.55 mo. (19)	33.41	
32 "	1.535 hr.	49.12	
36 "	1.511 "	54.40	
4 "	1.499 "	6.00	
6 " O.T.	2.81 "	16.86	
8 " O.T.	2.305 "	18.44	
1 " O.T.	2.265 "	2.27	
11 " O.T.	2.25 "	24.75	
	(Less O.T.)	2815.54	
3% Vacation allowance	on 1774.32	53.23	
6½% RR Ret & U.I. tax	on 2868.77	186.47	
4% Insurance	on 2868.77	114.75	$ 3169.99
Personal Expenses			
E-267901 Watchman		25.76	
E-268307 Engr. Insptr.		76.15	101.91
Rental of equipment			
Vo. No. 261969 M. J. Goss Mtr	Aug. '52	278.30	
Vo. No. 259331 " " "	Oct '52	274.60	
Vo. No. 272917 " " "	Nov. '52	217.00	769.90
Form 1253, 1253-1			
Teleg. Gang 015			
16 Outfit cars 480 days @ 1.016 da.		487.68	

Basis for apportionment				
Hours this job	162 - 6.04%			
" worked	2682			
6.04% of 487.68			29.46	$ 29.46
502-1 #2078 Teleg. Gang 015				
Move pole line M.P. 50 5o M.P. 54				
2 rolls 1/4# Friction tape	roll	.27	.54	
2 rolls 1/4# 3/4" rubber tape	"	.57	1.14	
6# 6D galv. nails	#	.14	.84	
200# Soft drawn copper tie wires	#	.31	62.00	
600 Iron tie wires #8	ea.	.01	6.00	
502-1 #2085				
16 10 ft. crossarms	ea.	2.91	46.56	
10,600 ft. Whitney Blake outside #14 AWG twisted pair wire	ft.	.05	530.00	
70 Fetters drive screws 1/2" x 4½" SH	ea.	.05	3.50	
32 Galv. crossarm braces 28" SH	ea.	.18	5.76	
32 Carriage bolts 3/8"x4"SH		.02	.64	
218 Standard insulators SH	ea.	.08	17.44	
2 Anchor rods 5/8" x 7"	ea.	1.52	3.04	
80 ft. Galv. steel guy & messenger strand	D ft.	.04	3.20	
260 ft. 3" Galv. pipe SH	ft.	.63	163.80	
35 Crossarms bolts 5/8" x 16" SH	ea.	.17	5.95	
55 Crossarms bolts 5/8 x14"SH		.16	8.80	
37 Crossarms bolts " x12"SH		.15	5.55	
45 Crossarms Double arming bolts SH	ea.	.25	11.25	
150 Pins loust wood insulator 1¼" x 8"	ea.	.04	6.00	
5120 Wire iron tie No. 9 AWG 13" long - 512#	ea.	.08	40.96	
140 Sleeves, Nicopress 2-165 J for 8# BWG iron wire	D	.06	8.40	
50 lbs. Wire, copper tie SD No. 9 AWG 22" long	lb.	.31	15.50	
200 Sleeves Nicopress 1-114J		.08	16.00	
5% Cost of handling on 951.27			47.56	1010.43
Freight over our own lines:				
Omaha to Wyeth, Ore. - 1725.7 miles				
4548# x 1725.7 miles - 3924 T.M. @ .01 NTM				39.24

D Direct Shipments

MLS

PR 701-1				
Frank Irwin - Traveling Engr. Acctnt.				
Line change accounting				
1 day	@ 410.00 mo. (22 DM)	18.64		
J. W. Conklin - Engineer Inspector				
11 days	445.00 mo. (22 DM)	222.50	$ 241.14	
PR 701-2				
J. W. Conklin - Engineer Inspector				
11 days	445.00 mo. (22 DM)		222.50	
PR 710-2				
B & B Gang 711 - R. L. Willingham				
Repairs to bridge 51.1 - tighten bolts, shims bent				
2 hrs.	2.0446 hr.	4.09		
2 "	1.799 "	3.60	7.69	
PR 712-1				
W. H. Ferguson - General Signal Foreman				
7 days	489.40 mo. (22 DM)		155.72	
Signal Gang 782 - M. H. Allen				
Handling signal material with work train				
32 hrs.	2.003 hr.		64.10	
Signal Gang 784 - E. R. Foster 7/12 1-Dec				
Relocating signal pole line				
48 hrs.	440.81 mo. (22 Da)		120.22	
272 "	2.003 hr.		544.82	
7 " O.T.	3.0045 "		21.03	
56 "	1.763 "		98.73	
192 "	1.691 "		324.67	1109.47
December, 1952				
Patrolling line				
40 hrs.	2.003 hr.		80.12	
1½ "	3.0045 " O.T.		4.51	
48 "	2.003 "		96.14	180.77
PR 712-2				
Signal Gang 784 E. R. Foster				
Relocating signal pole line & signals				
96 hrs.	440.81 mo. (22)		240.44	
412 "	2.003 hr.		825.24	
64 "	1.763 "		112.83	
344 "	1.691 "		581.70	
20 "	2.5365" O.T.		50.73	1810.94

Signalman Patrolling lines				
72 hrs.	2.003 hr.	144.22		
PR 27-1 Teleg. Dept. Gang 015 Moving line account highway const.				
32 hrs.	2.021 hr.	64.67		
4 "	2.897 " O.T.	11.59		1 hr. safety meeting
80 "	1.931 "	154.48		1½ " "
64 "	1.691 "	108.22	483.18	
PR 27-2 Teleg. Dept. Gang 015 Moving line				
5 days	435.00 mo. (22)	98.86		
16 hrs.	2.021 hr.	32.34		
2 "	2.897 " O.T.	5.79		2½ hrs. safety meeting
144 "	1.931 "	278.06		2½ " "
107 "	1.691 "	180.94	595.99	
Payroll track sections Roadway watchmen				
24 hrs.	1.499 hr.	35.98		
39 "	2.25 " O.T.	87.75		
312 "	1.535 "	478.92		
165 "	2.305 " O.T.	380.33		
176 "	1.511 "	265.94		
117 "	2.265 " O.T.	265.01		
Flagging and patrolling track				
4 hrs.	317.35 mo. (22)	7.21		
1 "	2.81 hr. O.T.	2.81		
20 "	1.535 "	30.70		
2 "	2.305 " O.T.	4.61		
12 "	1.499 "	17.99		
2 "	2.25 " O.T.	4.50		
24 "	1.535 "	36.84		
8 "	1.499 "	11.99		
		6502.08		
3% Vacation allowance on 5663.42		169.90		
6½% RR Ret and U.I. tax on 6671.98		433.68		
4% Insurance		266.88	$ 7372.54	
Personal Expenses				
Vo. No. 263628, Genl. Sig. Foreman		51.90		
Vo. No. 263190, Engr. Inspector		99.35	151.25	
Rental of Equipment				
Vo. No. 258096 - M. J. Goss Mtr. Co.		264.20	264.20	

MLS

Signal Gang 784			
Truck M.W. 55 - 3 ton, 797 mi. @ .05 mi.			$39.85
Motor car - 22 days @ .74 day	16.28		
60.87% of 16.28			9.91
Boarding Outfits			
15 Outfit cars @ .31 da. ea. - 465 days.			
465 days @ 1.016 day	472.44		
Basis for apportionment			
Total hours worked 2747			
Hours this job 1672 60.87%			287.57
Signal Gang 782			
Truck MW-68			
Boarding outfits			
15 Outfit cars @ 31 days ea. - 465 days			
465 days @ 1.016 day		472.44	
Basis for apportionment			
Total hours worked - 2260			
Hours this job - 32 1.42%			6.71
B & B Gang 711			
Truck M W 27			
Boarding outfits			
10 Outfit cars @ 31 days - 310			
310 days @ 1.016 day		314.96	
Basis for apportionment			
Total hours worked - 2747			
Hrs. this job 4 .15%			.47
Teleg. Dept. Outfit 015			
16 Outfit cars 4 days ea. 64 days @ 1.016 day			65.02
Form 502-1 #2345			
Construct line change - Signals			
3 3-bolt guy clamps .65 ea.	1.95		
4 Chance 8-W anchor 2.36 ea.	9.44		
4 Galv. rod with thimble eye 5/8 x 5' 1.71 ea.	6.84		
4 5/8 x 12 galv. thru bolts D.22	.88		
4 Porcelain strain insulators 502-A D .22	.88		
80 ft. 5/16" 5350# Siemans-Martin extra galv. steel strand .04 ft.	3.20		

500 ft. #10 AWG copper weld wire 38# SH	41.50 cwt	15.77		
4 Angle thimble eye	.46 ea.	1.84		
5% Cost of handling on	39.04	1.95		$42.75
Freight over our own lines Omaha to Wyeth 1725.7 miles 106# x 1725.7 miles - 915 ton miles @ .01 NTM				.92
January 1953				
PR 701-Supt.				
Engineer - Inspector 1 mo.	459.00 mo.	459.00		
Traveling Engr. Accnt. 4 days	419.25 mo. (21)	79.86		
		538.86		
3% Vacation allowance		16.17		
6½% RR Ret & U.I. tax	on 555.03	36.08		
4% Insurance	on 555.03	22.20		613.31
Personal Expenses				
Vo. No. 291419 - Engr. Insptr.		102.00		
Vo. No. 289365 - T.E.A.		4.45		106.45
Vo. No. 278465 - M. J. Goss Car Rental		165.20		
Vo. No. 279449 " " "		55.20		220.40
PR- Track Sections				
Sec. 10				
Roadway watchmen				
336 hrs.	1.525 hr.	512.40		
222 "	2.29 hr. O.T.	508.38		
168 "	1.501 "	252.17		
111 "	2.25 " O.T.	249.75	1522.70	
PR 712 - Signal Gangs				
Signal Gang 784				
Relocating signal pole line and signals				
100 hrs.	438.72 mo. (27)	203.11		
396 "	1.993 hr.	789.22		
2-2/3 "	2.9895 " O.T.	7.97		
80 "	1.753 "	140.24		
524 "	1.681 "	880.85		
2-2/3 "	2.5215" O.T.	6.72	2028.11	
88 "	438.72 mo. (27)	178.74		
324 "	1.993 hr.	645.73		
56 "	1.753 "	98.17		
340 "	1.681 "	571.54		
13-1/3"	2.5215" O.T.	33.62	1527.80	

PR-712 Signals				
Patrolling lines				
80 hrs.	1.993 hr.	159.44		
88 "	1.993 "	175.38		
1½ "	2.9895 O.T.	4.48	339.30	
Genl. Signal Foreman				
80 hrs.	486.97 mo. (31)	157.09		
88 "	486.97 "	172.80	329.89	
PR-27 - Teleg. Dept.				
Outfit No. 015				
Move line				
6 days Foreman	446.13 mo. (31)	86.35		
24 hrs. Lead workman	2.011 hr.	48.26		
3 " " "	2.882 " O.T.	8.64		
4 " Crossarms removed				
28 " Wire				
2 " Trench opened				
7 " " backfill				
16 " Pipe removed				
32 " Teleprene "				
38½ " Testing and connecting				
16 " Jumpers Run				
8 " Dead ends made				
151½	1.921 hr.	291.03	434.28	
8 hrs. Trench opened				
7 " Trench backfilled				
24 " Teleprene removed				
8 " Servicing outfit				
16 " Testing and connecting				
63	1.681 hr.	105.90	105.90	
Covering blast patrolling				
3 hrs. Lineman	2.882 hr. O.T.	8.65		
136 hrs. "	1.921 " "	261.26	269.91	
			6557.89	
3% Vacation allowance (less O.T.	5729.68)		171.89	
6½% RR Ret. & U.I. tax on	6729.78		437.44	
4% Insurance on	6729.78		269.19	$ 7436.41
January, 1953				
Rental of equipment				
Boarding outfit signal gang 784				
18 cars - 497 days	1.016 day	504.95		
Basis for apportionment				
Total hours worked - 2608				
Hours this job - 1927	73.89%			
73.89% of 504.95			373.11	

Stude #55 3 ton truck	1400 mi. @ .05 mi.			70.00	
Track cars					
Fairmont S-2	21 days	.74 day		15.54	
" M-9	"	.74 day		15.54	$474.19
" M-9	"	.74 day		15.54	15.54
Teleg. Dept. Outfit 015					
Boarding Outfit					
16 cars - 496 days	1.016 day		503.94		
Basis for apportionment					
Total hours worked - 3116					
Hours this job - 538	17.27%				
17.27% of 503.94				87.03	87.03
502-1 Teleg. Dept.					
Move pole line					
5 Rods anchor 5/8" x 7'	ea.	2.14	10.70		
75 ft. Steel str. galv. guy and messenger	ft.	.04	3.00		
12 Bolts, crossarm, double arming 5/8" x 18"	ea.	.22	2.64		
			16.34		
5% cost of handling			.82		17.16
Vo. No. 290939 Personal Exps.					116.65
502-1 #121					
Change signal line					
4 Cls 3, 45 ft. full trtd.	D ea.	19.20	76.80		
24 Cls 3, 35 ft. " " fir line poles	D ea.	23.90	573.60		
Treating costs 1020 Bd. ft.	D Bd ft.	.0044	4.49		
27 5/8 x 16" Galv. iron thru bolts	D ea.	.26	7.02		
250 ft. 5/16" 5350# Siemans-Martin extra galv. steel strand	ft.	.04	10.00		
12 Chance 8-W anchor with 5/8 x 6' galv. rod with thimble-eye	ea.	1.71	20.52		
60 Galv. 3-bolt guy clamp	ea.	.65	39.00		
24 Angle thimble eyes	ea.	.46	11.04		
60 Nicopress splicing sleeve for #9 BWG wire	ea.	.09	5.40		
14 10 ft. 10-pin crossarms	ea.	2.29	32.06		
9 6 ft. 4-pin crossarms	ea.	1.38	12.42		

5% Cost of handling on 130.44 (less D)		6.52		$798.87
Freight over our own lines: Omaha to Wyeth - 1734 miles 986# Signal material - 855 ton miles @ .01			8.55	8.55
Material released:				
9 - 10' x 10 pin crossarm SH ea.	1.71	15.39		
9 - 6' x 4 pin crossarm SH ea.	1.04	9.36		24.75
PR 701 - Supt. Engr. Insptr. 1 mo.	459.00 mo.	459.00	459.00	
PR 712 - Signal Dept. Signalman Patrolling line				
64 hrs.	1.993 hr.	127.55		
72 "	1.993 "	143.50		
16 "	2.9895 " O.T.	47.83	318.88	
Genl. Signal Foreman 144 hrs.	486.97 mo. (28 da)	313.06	313.06	
Signal Gang 784 Relocating signal pole line & signals				
82 hrs.	438.72 mo. (24)	187.37		
433 "	1.993 hr.	862.97		
42 "	1.753 "	73.63		
144 "	1.705 "	245.52		
367 "	1.681 "	616.93	1986.42	
96 "	438.72 mo. (24)	219.36		
468 "	1.993 hr.	932.74		
67 "	1.753 "	117.45		
143 "	1.705 "	243.82		
440 "	1.681 "	739.63		
5-1/3 hrs.	2.5215" O.T.	13.45	2266.45	
PR-Track Sections Sec. 10 Roadway watchman				
305 hrs.	1.52 hr.	463.60		
200 "	2.29 hr. O.T.	458.00		
152 "	1.501 "	228.15		
100 "	2.25 " O.T.	225.00	1374.75	
5 " Flagging & patrolling	315.66 mo. (19)	10.38		
10 "	1.525 hr.	15.25		
10 "	1.489 "	14.89	40.52	

PR-27-Teleg. Dept.				
1 hr.	2.88 hr. O.T.	2.88		
64 "	1.921 "	122.94		
20 "	1.921 "	38.42		
8 "	1.681 "	13.45	177.69	
Total labor			6936.77	
Labor less O.T.		6189.61		
3% Vacation allowance on		6189.61	185.67	
6½% RR Ret. & U.I. Tax on		7122.44	462.96	
4% Insurance on		7122.44	284.90	$7870.30
Personal Expenses				
Vo. No. E-284450, Engr. Insptr.			85.85	
Vo. No. E-284458, Sig. Foreman			78.20	164.05
Vo. No. E-276540 - M. J. Goss Mtr. Co. Rental of car				273.70
TE E97				
PR-752 - Mech. Dept. Sharpen digging and sealing tools for Signal Dept.				
Labor		31.88		
3% Vacation allowance		.96		
6½% RR Ret & Unemp. on 32.84		2.13		
4% Insurance		1.31		36.28
Rental of Equipment				
Boarding outfits - Sig. 784				
13 Outfit & Rev. cars - 364 days @ 1.016 day			369.82	
Basis for apportionment				
Total hours worked	- 2520			
Hours this job	- 2287	90.75%		
90.75% of 369.82			335.61	
Stude 3 ton truck #55 1200 mi. @ .05 mi.			60.00	
Track cars S-2 FM 8 - 16 days				
M-9 " 2 - 16 days				
M-9 " 2 - 16 days				
48 " @ .74 day			35.52	431.13
502-1 #316 - Signal Dept.				
Construct line change				
18 Cls 3, 35 ft. full trtd fir line pole	ea. 23.90	430.20 D		
2- Cls 3, 45 ft. -do-	ea. 37.00	74.00 D		
2- Cls 3, 50 ft. -do-	ea. 45.00	90.00 D		
Treating costs				
43 · 10 ft. 10 pin crossarms	2.29	98.47 D		

NL

11 6 ft. 4 pin crossarms	ea.	1.38	15.18 D		
12 5/8" x 18" Galv. double arming bolts	ea.	.42	5.04		
5 mi. No. 9 BWG galv. iron line wire Grade 85 1570# SH	lb.	.06	94.20		
100 No. 10 AWG solid soft drawn copper Haberline WP tie wires 34" long	ea.	.03	3.00 D		
50 lbs. No. 9 BWG galv. iron tie wires 13" long	lb.	.04	2.00		
36 Hemingray #D-510 clear glass insulators	ea.	.09	3.24 D		
480 ft. 5/16" 5360 lb. Siemans-Martin extra galv. steel strand	ft.	.04	19.20		
16 Chance 8" 8-W anchors with 5/8" x 6' galv. rod with thimble eye	ea.	1.71	27.36		
5 mi. No. 9 BWG galv. iron line wire, Grade 85 1570#	lb.	.09	141.30 D		
40 Angle thimble eye Hubbard No. 1100	ea.	.46	18.40		
220 Curved washer, Hubbard No. 7822	ea.	.04	8.80 D		
502-1 #214					
1 Straight thimble eye	ea.	.61	.61		
502-1 312 - Teleg. Dept.					
100 Copper sleeves #1-1140	ea.	.06	6.00		
14# Wire copper tie SD #9 22" long	lb.	.31	4.34		
540 Pins-Locus wood-Insul	ea.	.06	32.40		
4 lbs. Nails galv. 6D 8GA	lb.	.125	.50		
½ lbs. Tape-Friction 2"	lb.	.64	.32		
20 Washers-Rd 1-1/3" dia	ea.	.04	.80		
200 Sleeves Nicopress #1-114 D	ea.	.06	12.00		
5% cost of handling on 223.17 (less D)			11.16	1098.52	
Freight over our own lines: Centrailia, Wn. to Wyeth - 141 mi. Poles 24081# x 141 miles - 16.977 ton mi. 16.977 ton miles @ .01 ton mile				16.98	
Omaha to Wyeth - 1726 mi. 3493# xignal & teleg. matl x 1726 30.1449 ton mile @ .01 ton mile				30.14	$ 1145.64

PR-701 Suptnce			
Engr. Inspector			
1 mo.	459.00 mo.	459.00	459.00
PR-712-Signal Dept.			
Genl. Signal foreman			
7 days	486.97 (31)	109.96	
9 "	486.97 "	141.38	251.34
PR-712 - Signal Dept.			
Signalman			
Patrolling line M.P. 50 to 56			
80 hrs.	1.993 hr.	159.44	
88 hrs.	1.993 "	175.38	334.82
Signal Gang #784			
Relocate signal pole line & signals			
M.P. 50.34 to 52.31 & M.P. 53.27 to 54.5			
96 hrs.	438.72 mo. (26)	202.49	
548 "	1.993 hr.	1092.17	
7 "	2.989 " O.T.	20.93	
40 "	1.753 "	70.12	
152 "	1.705 "	259.16	
1 "	2.5575 " O.T.	2.56	
456 "	1.681 "	766.53	
9-2/3 "	2.5215 " O.T.	24.37	2438.33
112 "	438.72 " (26)	236.23	
620 "	1.993 hr.	1235.66	
48 "	1.753 "	84.14	
96 "	1.705 "	163.68	
616 "	1.681 "	1035.52	
2-2/3 "	2.521 " O.T.	6.72	2761.95
48 " Signal Gang 782	438.72 mo. (26)	101.24	
288 "	1.993 hr.	573.98	
80 "	1.753 "	140.24	
40 "	1.705 "	68.20	
40 "	1.681 "	67.24	950.90
PR-710-2 B & B Gang 712			
Dismantle Temp. Bridge			
16 hrs.	2.035 hr.	32.56	
2 "	3.175 " O.T.	6.35	
16 "	1.849 "	29.58	
2 "	2.774 " O.T.	5.55	
48 "	1.789 "	85.87	
6 "	2.685 " O.T.	16.11	
24 "	1.645 "	39.48	
3 "	2.47 " O.T.	7.41	222.91

MLS

PR Track Sec. 10				
Roadway watchman @ M.P. 52.5				
336 hrs.	1.525 hr.	512.40		
204 "	2.29 "	467.16		
176 "	1.501 "	264.18		
103 "	2.25 " O.T.	231.75	1475.49	
PR-27-1				
Teleg. Gang 015				
Move pole line M.P. 50.34 to M.P. 54.5				
120 hrs.	1.921 hr.	230.52		
40 "	1.681	67.24	297.76	
			9192.50	
Total less O.T.	8870.75			
3% Vacation allowance on	8870.75		266.12	
6½% RR Ret & U.I. tax on	9458.62		614.81	
4% Insurance on	9458.62		378.34	$10451.77
TE #211, F 502-1 #23 and 24				
Teleg. Material - Move pole line				
22 Crossarms 10' SH	ea. 1.75	38.50		
2496 lbs. Wire - Copper line AWG #9 SH	lb. .33	823.68		
152 Braces - Crossarm Galv. 28" SH	ea. .21	31.92		
152 Washers Sq. 2¼ x 2¼ x 3/16 SH	ea. .03	4.56		
56 Bolts - Through 14" SH	ea. .13	7.28		
20 Bolts - Through 16" SH	ea. .18	3.60		
20 Bushings Locus Wood SH	ea. .02	.40		
780 Insulators glass Std. SH	ea. .08	62.40		
80 Screws - Fetters Dr. ½ x 4½" SH	ea. .04	3.20		
8 Clamps - Guy 3 bolt SH	ea. .22	1.76		
786 lbs. Wire - Iron line #8 SH	lb. .09	70.74		
152 Carriage Bolts 3/4 x 4"	ea. .04	6.08		
		1054.12		
5% Cost of handling		52.71		1106.83
Payroll Ex. Gangs				
Gang 746				
Filling in under structures in preparation for removal of bridge stringers M.P. 51.10				
8 hrs.	2.08 hr.	16.64		
8 "	1.705 "	13.64		

MLS

16 hrs.	1.537 hr.	24.59		
256 "	1.489 "	381.18	436.05	
Camp tender				
13 hrs.	1.489 "	19.36		
4 " O.T.	2.235 "	8.94	28.30	
			464.35	
3% Vacation allowance on 455.41 (less O.T.)			13.66	
6½% RR Ret. & U.I. tax on 478.01			31.07	$509.08
4% Insurance				19.12
Personal Expenses				
Vo. No. 310971 Genl. Sig. Foreman		89.00		
Vo. No. 311593 Engr. Inspector		99.15		188.15
Rental of equipment				
Vo. No. 301621, M. J. Goss Car rental		228.60		
Vo. No. 317361 " "		240.60		469.20
Extra Gang 746				
Boarding outfits				
14 Outfit cars, 404 days @ 1.016 day		410.46		
Basis for apportionment				
Total hours, Gang 746	6817			
Hours this job	305 4.47%			
4.47% of 410.46				18.35
Truck MW 69-1½ ton - 60 miles @ .05 mi.				3.00
Signal Gang 784				
Boarding outfits				
15 outfit cars - 422 days @ 1.016 day		428.75		
100% this job				428.75
Motor cars - 63 days	@ .74 "	46.62		46.62
MW 55 - 3 ton truck - 2900 miles .05				145.00
Signal Gang 782				
Boarding outfits				
14 outfit cars - 434 days @ 1.016 day		440.94		
Basis for apportionment:				
Total hours worked - 2385				
Hours this job 496	20.80%			
20.80% of 440.94			91.70	
M.W. 58 - 2 ton truck - 1450 mi. @ .05 mi.			72.50	164.20
Work train service				
Wages: Trainmen	6292			
Enginemen	5842	121.34		
Teleg Clerk				
8 hrs.	1.865 hr.	14.92		
4½ "	2.80 "	12.60		
		148.86		

MLS

3% Vacation allowance on 136.26		4.09		
6½% RR Ret & Unemp. on 152.95		9.94		
Insurance				
3% Workmens Compensation		4.59		
1% Pub. Lia. & Prop. damage		1.53	169.01	$169.01
Rental of Equip.				
Eng. 2510 - 1 day @ 79.409		79.41		
1 Caboose		1.02		80.43
PR 752 - Mech. Dept.				
Sharpen digging & sealing bars				
Labor		31.88		
3% Vacation allowance		.96		
6½% RR Ret & Unemp. on 32.84		2.13		
Insurance				
3% Workmens Compensation		.98		
1% Pub. Lia. & Property Damage		.33		36.28
Vo. No. 296004 (Apr. 1953)				
Personal Expense Teleg. Clerk				2.00
April 1953				
PR 701 - Supt.				
Engr. Inspector				
1 mo.	459.00 mo.	459.00	459.00	
Traveling Engr. Accnt.				
6 days	419.25 mo. (22)	114.34	114.34	
PR 712 - Signal Dept.				
General Signal Foreman				
8 days	536.97 (30)	143.19		
6 "	536.97 "	107.39		
10 "	486.97 "	162.32		
6 "	536.97 "	107.39	520.29	
PR-712 Signal Dept.				
Patrolling line between	M.P. 50 and 54			
32 hrs. Signalman	2.003 hr.	64.10	64.10	
Signal Clerk				
Inventory of pole line				
2 days	324.85 mo. (22)	29.53	29.53	
Signal Gang #784				
Relocate signal pole lines				
84 hrs.	440.81 mo. (26)	178.03		
316 "	2.003 hr.	632.95		
76 "	1.715 "	130.34		
488 "	1.691 "	825.21	1766.53	

12 hrs.	440.81 mo. (26)	25.43	
16 "	2.003 hr.	32.04	
4 "	1.715 "	6.86	
28 "	1.691 "	47.35	111.68

Signal Gang 782

Install signal underground wiring and wiring of signals East Wyeth

40 hrs.	440.81 mo. (26)	84.77	
176 "	2.003 hr.	352.53	
64 "	1.763 "	112.83	
32 "	1.715 "	54.88	
32 "	1.691 "	54.11	659.12

Restore signal pole line and remove line wire from temp poles M.P. 54.1

32 hrs.	440.81 mo. (26)	67.82	
208 "	2.003 hr.	416.62	
72 "	1.763 "	126.93	
32 "	1.715 "	54.88	
32 "	1.691 "	54.11	720.36

Install underground wiring and bonding tempy switch M.P. 51.2

16 hrs.	440.81 mo. (26)	33.91	
64 "	2.003 hr.	128.19	
24 "	1.763 "	42.31	
8 "	1.715 "	13.72	
8 "	1.691 "	13.53	231.66

Signal Gang 784

Relocating signal pole line and signals MP 50.34 to 52.3 and M.P. 53.27 to 54.5

104 hrs.	440.81 mo. (26)	220.40	
432 "	2.003 hr.	865.30	
6 "	3.005 " O.T.	18.03	
88 "	1.715 "	150.92	
696 "	1.691 "	1176.94	2431.59

Signal Gang 782

Cutting in service and testing of signals and line circuits and switches M.P. 50.8

8 hrs.	440.81 mo. (26)	16.95	
40 "	2.003 hr.	80.12	
16 "	1.763 "	28.21	
8 "	1.715 "	13.72	
8 "	1.691 "	13.53	
8 "	3.0045 " O.T.	24.04	
2 "	2.6445 " O.T.	5.29	
2 "	2.5725 " O.T.	5.15	
2 "	2.5365 " O.T.	5.07	192.08

MLS

Wire signals & junction cable poles
M.P. 50.8

40 hrs.	440.81 mo. (26)	84.77	
168 "	2.003 hr.	336.50	
64 "	1.763 "	112.83	
32 "	1.715 "	54.88	
32 "	1.691 "	54.11	643.09

Remove tempy. pole lines and guys M.P. 54 to 54.4

32 hrs.	440.81 mo. (26)	67.82	
144 "	2.003 hr.	288.43	
48 "	1.763 "	84.62	
24 "	1.715 "	41.16	
24 "	1.691 "	40.58	522.61

Signal Gang 782
Installing signals & underground cable
M.P. 51.9 and 52.0

8 hrs.	440.81 mo. (26)	16.95	
33 "	2.003 hr.	66.10	
16 "	1.763 "	28.21	
8 "	1.715 "	13.72	
8 "	1.691 "	13.53	138.51

PR 27-1 Teleg. Gang 017
Transfer teleg. & telephone facilities
to joint signal telegraph pole line

15 days	446.13 (30 da.)	223.06	
24 hrs.	2.021 hr.	48.50	
11 " O.T.	2.897 " O.T.	31.87	
408 "	1.931 "	787.85	
344 "	1.691 "	581.70	1672.98

PR 27-2

15 days	446.13 mo. (30 da)	223.07	
88 hrs.	2.021 hr.	177.85	
416 "	1.931 "	803.30	
11 "	2.897 " O.T.	31.87	
460 "	1.691 "	777.86	2013.95

Total straight time	12170.10 - 12291.42	
Total overtime	121.32	
3% Vacation allowance	365.10	
6½% RR Ret. & Unempl. tax on 12656.52	822.67	
Insurance		
3% Workmens Compensation	379.70	
1% Pub. Liab. & Prop. Damage	126.57	$13985.46

Voucher No. 305108 - Personal Expenses Engr. Insptr.	99.60
Voucher No. 305116 - " " Signal Foreman	55.45

MLS

Voucher No. 310820 Personal Expenses Genl. Signal Foreman		78.80		
Voucher No. 310832 " " Trav. Engr. Acct.		44.02		$ 277.87
PR-710-2 B & B Gang 712				
Remove concrete and steel bridge				
40 hrs.	2.0446 hr.	81.78		
40 "	1.859 "	74.36		
64 "	1.799 "	115.14		
160 "	1.655 "	264.80		
		536.08		
3% Vacation allowance		16.08		
6½% RR Ret. & Unemp. on 552.16		35.89		
4% Insurance		22.09		610.14
PR 713 - Tracks				
Roadway Watchman				
88 hrs.	1.535 hr.	135.08		
42 "	2.305 " O.T.	96.81		
		231.89		
3% Vacation allowance on 135.08		4.05		
6½% RR Ret & Unempl. tax on 235.94		15.34		
4% Insurance		9.44		260.72
Rental of Equipment				
Signal Gang 784				
Boarding Outfits				
13 Rev. & Outfit cars 30 days ea. - 390 days				
1 " car 18 days 18				
408 "				
408 days @ 1.016 day	414.53			
Apportioned:				
Total hrs. worked	2370			
Hours this job	2350	99.16%	411.05	
Signal Gang 782				
14 Rev. & Outfit cars - 390 days				
390 days @ 1.016 day			396.24	
Teleg. 017				
12 Rev. & Outfit cars - 360 days @ 1.016 day			365.76	1173.05

Additional compensation for the period Dec. 1952 to Mar. 31, 1953, inclusive, under Guthrie Award dated March 18, 1953.

			Reg. time	Overtime
Dec. 1952	2633 hrs.	.04	105.32	
"	415½	.06		24.93
Jan. 1953	2746½ "	.04	109.86	
"	383-1/3	.06		23.00
Feb. 1953	2806	.04	112.24	
"	322-1/3	.06		19.34

Mar. 1953	4245 hrs. .04	169.80			
"	342-1/3" .06		20.54		
		497.22	87.81		
	3% Vacation allowance	14.92			
	6½% RR Ret. & Unempl on 599.95	39.00			
	4% Insurance	24.00			
		575.14	87.81	662.95	$ 662.95

April 1953

Form 502-1 #749

Rearrange Signal lines

430 ft.	Single condr. UG wire #9 solid 5/64" wall Kerite insulation, tape & 2 jutes P.G. finish		ft.	.09	38.70
110 ft.	12 cond. #14 AWG solid aerial cable, 4/64" wall Kerite insulation K-20 tape & asbestos brd.	D	ft.	.43	47.30
40	C-8-20" long stud end rail connections		ea.	.47	18.80
20	Bootlets	SH	ea.	2.40	48.00
1	U-5 Switch circuits cont.	SH	ea.		49.65
1	Controller rod & lug	SH	ea.		3.86
4 mi.	#6 AWG solid hard drawn bore copper line wire	SH 1680#	lb.	.17	285.60
6 mi.	#9 BWG Amertel iron line Grade 85 - 1884#	D	lb.	.09	169.56
17 mi.	#9 BWG Amertel iron wire Grade 85	SH 5338#	lb.	.07	373.66
52	Chance 8W anchor, only #88115		ea.	1.19	61.88
14	Galv. double arming bolts 5/8" x 16"		ea.	.42	5.88
37	Galv. double arming bolts 5/8 x 18"		ea.	.42	15.54
37	Galv. double arming bolts 5/8 x 18"	SH	ea.	.32	11.84
1340 ft.	Single U.G. wire #6 AWG solid		ft.	.17	227.80
395	5/16", 5350# Siemans-Martin steel strand	D	ft.	.04	15.80
6	Solder paste		ea.	.10	.60
120	Service leeves, Hubbard #7453		ea.	.11	13.20
502-1	#713				
311	Top groove porcelain insulators O.B. 12847	SH	ea.	.19	59.09
197	Clear glass insulators Hemingway No. D-510	SH	ea.	.08	15.76

MLS

1207	Side groove insulator #4 Whitall Tatum glass SH		ea.	.08	96.56
18	550 V lightning arrester Model 9 LA10A202 SH		ea.	2.25	40.50
1786	1/2" Galv. steel crossarm pins Hubbard #71 SH		ea.	.23	410.78
14	G.E. plug cutouts #104227 with 3-A fuse #259482 SH		ea.	1.91	26.75
200	Nicopress copper splicing sleeves for #8 AWG wire #1-128-J		ea.	.08	16.00
300	Nicopress copper splicing sleeves for #6 AWG wire #162-P		ea.	.19	57.00
947	Nicopress galv. copper splicing sleeve for #9 BWG wire #2-148-J		ea.	.09	85.23
114	Galv. toe bolts CS-358		ea.	.04	4.56
92	Style "C" 1¼" enameled bridle rings		ea.	.14	12.88
114	Clear glass insulator, Hemingray No. D 510	D	ea.	.09	10.26
325	Galv. heel bolts CS-358 SH		ea.	.04	13.00
4	Galv. thru bolts 5/8" x 20"	SH	ea.	.35	1.40
315	Galv. thru bolts 5/8" x 16"	"	ea.	.25	78.75
552	Galv. toe bolts CS-552	"	ea.	.02	11.04
4	Braces for 7'9" spacing No. 1150-X, etc.	"	ea.	.20	.80
5	Breakarm brackets Model R-5012, WRRS Co.	"	ea.	1.02	5.10
6	Breakarm brackets Model R-5016, WRR Co.	"	ea.	1.49	8.94
121	4-pin 6 ft. crossarms	"	ea.	1.45	175.45
153	10-pin 10 ft. "	"		2.75	420.75
438	Galv. crossarm braces	"		.20	87.60
200	Galv. iron crossarm braces Dwg. CS-358		ea.	.41	82.00
7	Copperweld ground rod clamps Hubbard #9492		ea.	.30	2.10
2	Expanding rock anchor cat. R-220 with thim eye	D	ea.	3.14	6.28
24	Chance, 8-W anchor only No. 8815		ea.	2.36	56.64
78	Pole steps No. 7321	SH	ea.	.10	7.80
50	Keystone bonds 46" long type 14-13-12 TB		ea.	.45	22.50
775 ft.	5350 lb. 5/16" Siemans-Martin extra galv. steel strand	D	ft.	.04	31.00

MLS

4	Cls. 3, 45 ft. full trtd fir line poles		ea.45.00	180.00
50 ft.	19 cond. aerial cable self-supporting, #14 AWG, solid 4/64" wall, Kerite insulation, etc.		ft. .73	36.50
150 ft.	5 cond. #14 AWG solid Anhydrex SA shielded & neoprene jacketed RR UG cable 4/64 wall	D	ft. .32	48.00
4	Cast iron piers with 2-3/4" x 3½" bolts		ea.18.90	75.60
1	Pole box, Type 1236-100	D	ea.31.21	31.21
50	Style C, 1¼" enameled bridle rings		ea. .14	7.00
2	Horn signal cement		gal. 3.58	7.16
502-1 #714				
5	Pole box, Type 1236-100	SH	ea.25.60	128.00
1	" " " 1236-55	SH	ea.	25.60
7	SH 1 KVA line transformer 620 volt to 120 volt	SH	ea.30.65	214.55
2	Special disconnect switch 7500 V 150 amp comp	SH	ea.15.00	30.00
4	Wire holders, #4-11-44	SH	ea. .20	.80
12	Galv. 2 bolt guy clamps	SH	ea. .20	2.40
73	Porcelain strain insulator #502A (wet process)	SH	ea. .11	8.03
11	Thimble eye straight Hubbard #7519		ea. .61	6.71
106	Galv. 3-bolt guy clamps		ea. .54	57.24
424	Galv. curved washer, hubbard #7822	D	ea. .04	16.96
7	Copperweld ground rods 5/8" x 6'0" WRRS		ea. 1.83	12.81
44	Galv. double arming bolts 5/8 x 18"		ea. .42	18.48
502-1 #712				
200	Nicopress offset deadend sleeves for #6 AWG wire #91-162-J		ea. .16	32.00
104	Nicopress splicing sleeve for #6 AWG wire #1-128-J 104		ea. .15	15.60
184	Nicopress splicing sleeves for #8 AWG wire #1-128-J		ea. .08	14.72
9	Class 3, 30 ft. butt trtd. cedar line pole	D	ea.13.81	124.29

MLS

21	Class 3, 35 ft. full trtd. fir line pole		ea.	23.90	501.90
9	Class 3, 35 ft. full trtd. fir line pole		ea.	20.57	185.13
9	Class 3, 40 ft. full trtd. fir line pole		ea.	16.79	151.11
1	Class 3, 45 ft. full trtd. fir line pole		ea.		19.46
1	Class 3, 50 ft. full trtd. fir line pole		ea.		45.00
4	Class 3, 50 ft. full trtd. fir line poles		ea.	45.00	180.00
300	Special 5/8" galv. nuts for thru bolts		ea.	.06	18.00
5	Ground bayonet 2" x 2" x ¼" angle iron, 4' 9½" long	SH	ea.	3.75	18.75
9	Trans. bayonets 2" x 2" x ¼" angle iron 4' 9½" long	SH	ea.	3.75	33.75
1	Class 3, 30 ft. full trtd. fir line pole	SH	ea.	15.75	15.75
5	Class 3-35 ft. -do-	SH	ea.	21.00	105.00
3	Class 3, 40 ft. full trtd. fir line pole	SH	ea.	26.25	78.75
50	Galv. thru bolt 5/8 x 12" with nuts and 2 sq. wash.	D	ea.	.22	11.00
150	Pierce lock washers #5039 for wood crossarm pins		ea.	.05	7.50
3	8" Bierce anchors with 5/8 x 6' galv. rod with thimble eye.		ea.	2.90	8.70
1175 ft.	7 cond. #9 AWG solid anhydrex SA, shielded and neoprene jacketed RR U.G. signal cable etc.		ft.	.71	834.25
160 ft.	5 cond. #14 AWG solid Anhydrex SA, shielded and neoprene jacketed RR U.G. signal cable etc.	D	ft.	.32	51.20
100 ft.	7 cond. U.G. cable #14 AWG solid 5/64" wall, Kerite insulation, plain, bronze taped, P.G. line		ft.	.48	48.00
870 ft.	Single, cond. wire #6 AWG (7 strands) 3/32" wall, Kerite insulation, 1 tape and 1 braid		ft.	.12	104.40
1000 ft.	Single Cond. U.G. wire #6 solid Anhydrex SA, tinned 5/64" wall, .005 copper tape, etc.		ft.	.17	170.00
1940 ft.	Single cond. U.G. wire #9 AWG solid, 5/64" wall anhydrex, etc	D	ft.	.08	155.20

MLS

	5% Cost of handling on 6352.64 (Total 7070.70 less D - Direct shipments)					317.63	$7388.33
	Freight over our own lines Signal material - Omaha to Wyeth - 1726 miles 3.99 tons x 1726 miles - 6887 ton miles 6887 ton miles @ .01 ton mile						68.87
	Poles Centrailia, Wn. to Wyeth - 140 miles 31.16 tons x 140 miles - 4362 ton miles 4362 ton miles @ .01 ton mile						43.62
	Material released 502-1 #712						
4	Insulated clevises #1340 with #1609 insulator gal		ea.	.61	2.44		
48	Galv. washers 3/16 x 2¼" 11/16" dia. hole Dwg 358 Kortich #1570		ea.	.06	2.88		
	502-1 #567						
56	Galv. double arming bolts 5/8 x 18	SH	ea.	.24	13.44		
90	Porcelain strain insulator #502-A	SH	ea.	.23	20.70		
10	-do-	Scp	ea.	.10	1.00		
7	Copperweld ground rod		ea.	1.71	11.97		
7	Ground rod clamps		ea.	.26	1.82		
160	16-Cond #14 AWG solid self-supporting aerial cable - 224#		lb.	.10	22.40		
2185 ft.	- 5/16" 5350 lb. Siemens-Martin galv. steel Str. 328#		lb.	.005	1.64		
2	Spl. disconnect switch 7500 V, etc.		ea.	15.00	30.00		
12	Galv. 2 bolt guy clamp		ea.	.20	2.40		
215	Galv. 3-bolt " "		ea.	.38	81.70		192.39
	Material released 502-1 #749						
4 mi.	#6 AWG solid, hard drawn bare copper line wire 1680#	SH	lb.	.17		285.60	
36 mi.	#9 BWG galv. iron wire 11304#	SH	lb.	.07		791.28	
1 mi.	#8 AWG solid, 40% cond. Haberline WP C wire - 374#	SH	lb.	.28		104.72	
50	Style "C" 1¼ enameled bridle rings	SH	ea.	.11		5.50	

MLS

502-1 #713

154	Side groove insulators			
18	550V lighting arrester	Scp. No value		
	model 9LA10A202			
128	6 ft. 4-pin crossarms	SH ea. 2.25	40.50	
219	10 ft. 10 pin "	SH ea. 1.45	185.60	
7	H.S. 1 KVA line transformer	SH ea. 2.25	492.75	
	600 V to 120 V			
14	Cut-out plugs #104227 with	SH ea.54.53	381.71	
	3A fuse #259482			
1400	Side groove insulators	SH ea. 1.91	26.74	
5	Ground bayonets 4' 9½"	SH ea. .08	112.00	
9	Transposition bayonet	SH ea. 3.75	18.75	
328	Galv. heel bolts	SH ea. 3.75	33.75	
672	" toe bolts	SH ea. .03	9.84	
4	Wire holder #4-11-44	SH ea. .02	13.44	
50 ft.	19-cond. #14 aerial cable	SH ea. .20	.80	
	self-supporting			
150	5-cond. #140 U.G. cable	SH ft. .49	24.50	
4	Cast iron piers, etc.	SH ft. .71	106.50	
1	Pole box, type 1236-100	SH ea.13.69	54.76	
		SH ea.	25.60	

502-1 #714

1856	½" galv. crossarm pins			
5	Pole boxes type 1236-100	SH ea. .40	742.40	
1	Pole box type 1236-55	SH ea.25.60	128.00	
12	Thimble eye, straight	SH ea.	25.60	
91	" " angle	SH ea. .35	4.20	
		SH ea. .38	34.58	

502-1 #712

34	Breakarm brackets Model R5016	SH ea. 1.49	50.66	
92	1¼" enameled bridle rings			
	Style "C"			
54	Galv. thru bolts 5/8 x 12	SH ea. .11	10.12	
342	Galv. thru bolt 5/8 x 16"	SH ea. .15	8.10	
24	Galv. thru bolt 5/8 x 18"	SH ea. .20	68.40	
4	Galv. thru bolt 5/8 x 20	SH ea. .25	6.00	
4	Braces for 7'9" spacing	SH ea. .30	1.20	
	#1150-X, etc.			
20	Bootlegs	SH ea. .20	.80	
1	U-5 switch circuits cont.	SH ea. 2.40	48.00	
1	Switch circuit controller	SH ea.	49.65	
	rod and lug	SH ea.	3.86	$ 3895.91

Teleg. Material April 1953
Transfer to Joint Signal Line

4315#	#9 Copper line				
	wire	SH lb. .16	690.40		
5500#	#8 Iron line wire	SH lb. .06	330.00		
1400	Insulators, glass				
	#42	SH ea. .06	84.00		
30	Drop type transposition				
	brackets	SH ea. .80	24.00		
75	Lag screws 2½"	SH ea. .02	1.50		
208#	9 Cop. line wire	SH lb. .16	33.28		
262#	8 Iron -do-	SH lb. .06	15.72	1178.90	1178.90

MLS

Credit for Material Released:

#9 Copper Line Wire					
963#	lb.	.24	231.12		
3000#	lb.	.32	960.00		
2496#	lb.	.33	823.68	2014.80	
5747# SH	lb.	.16	919.52	919.52	
#8 Iron Line Wire					
4600# Scrap	lb.	.0075	34.50		
4148# SH	lb.	.06	248.88	283.38	
#6 Iron Line Wire					
3731#	lb.	.12	447.72	447.72	$3665.42
166 Bolts Crossarm 5/8 x 12"	ea.	.19	31.54		
37 " " 5/8 x 14"	ea.	.23	8.51		
21 " " 5/8 x 16 "	ea.	.29	6.09		
48 Clamps, Guy 3-bolt	ea.	.65	31.20		
208 Bolts, carriage 3/8 x 4	ea.	.03	6.24		
212 Screws fetters drive	ea.	..04	8.48		
5 Pole Class 3-25'	ea.	5.83	29.15		
3 " " 3-30'	ea.	7.80	23.40		
2 " " 3-40'	ea.	12.80	25.60		
1 " " 4-20'	ea.	3.53	3.53	173.74	173.74

Move pole line - Teleg. Dept.
502-1 #679

200 Sleeves copper nicopress	ea.	.05	10.00	
150 Pins - wood	ea.	.06	9.00	
30 Carriage bolts 4 x 3/8	ea.	.04	1.20	
15 Lag screws ½ x 4½	ea.	.06	.90	
10 Short shank pins	ea.	.23	2.30	
30 Braces 28" Crossarm	ea.	3.05	91.50	
15 Crossarms 10' 10 pin	ea.	3.06	45.90	
5# Nails Galv. 6D	lb.	.12	.60	
15 Bushings Locust wood	ea.	.04	.60	
			162.00	
5% Cost of handling			8.10	170.10

May 1953

PR-701 - Supt. Engr. Inspector 1 mo.	459.00 mo.	459.00	459.00
Traveling Engr. Accnt. 1 day	419.25 mo. (21)	19.96	19.96

PR-712 - Signal Dept.

General Signal Foreman - Line change 40 hrs.	536.97 mo. (21)	86.61

24 hrs.	536.97 mo. (31)	51.96	138.57
Signal Gang #782			
Wiring signals & wiring temporary aerial cable to service and test circuits			
24 hrs.	440.81 mo. (26)	50.86	
96 "	2.003 hr.	192.29	
16 "	1.787 hr.	28.59	
16 "	1.763 "	28.21	
8 "	1.715 "	13.72	
16 "	1.691 "	27.06	
7½ " O.T.	3.0045"	22.53	
1½ " O.T.	2.6445"	3.97	
1½ " O.T.	2.5725"	3.86	
1½" O.T.	2.5365"	3.80	374.89
Rearrange pole line M.P. 50.6			
40 hrs.	440.81 mo. (26)	84.77	
184 "	2.003 hr.	368.55	
32 "	1.787 "	57.18	
32 "	1.763 "	56.42	
32 "	1.715 "	54.88	
32 "	1.691 "	54.11	675.91
Remove temp. pole line East end Wyeth			
8 hrs.	440.81 mo. (26)	16.95	
40 "	2.003 hr.	80.12	
8 "	1.787 "	14.30	
8 "	1.715 "	13.72	
8 "	1.691 "	13.53	138.62
Install underground wires and bonding temp. switch			
16 hrs.	440.81 mo. (26)	33.91	
64 "	2.003 hr.	128.19	
8 "	1.787 "	14.30	
8 "	1.763 "	14.10	
8 "	1.691 "	13.53	204.03
Picking up poles with work train			
24 hrs.	440.81 mo. (26)	50.86	
72 "	2.003 hr.	144.22	
16 "	1.787 "	28.59	
16 "	1.763 "	28.21	
16 "	1.715 "	27.44	
16 "	1.691 "	27.06	
7½ " O.T.	3.0045"	22.53	
3 " O.T.	2.6445"	7.93	
3 " O.T.	2.5725"	7.72	344.56

NLS

Signal Gang #784, Eart R. Foster
Relocating signal pole line and signals (temp.(M.P. 50.34 and 52.31, M.P. 53.27 and 54.5

32 hrs.	440.81 mo. (26)	67.82	
104 "	2.003 hr.	208.31	
24 "	1.715 "	41.16	
216 "	1.691 "	365.27	682.56

Relocating signal pole line and signals M.P. 50.34 and 52.31 M.P. 53.27 and 54.5

24 hrs.	440.81 mo. (26)	50.86	
120 "	2.003 hr.	240.36	
24 "	1.715 "	41.16	
208 "	1.691 "	351.73	684.11

PR-Teleg. Dept.
Gang 017
Transferring teleg. facilities to joint signal and teleg. pole line MP. 50.2 to 58.7

15 days	446.13 mo. (31)	215.87	
88 hrs.	2.021 hr.	177.85	
11 " O.T.	2.897 "	31.87	
378 "	1.931 "	729.92	
256 "	1.691 "	432.90	
2 " O.T.	2.537 "	5.07	
2 days	446.13 mo. (31)	28.78	
3 hrs.	2.021 hr.	6.06	
24 "	1.931 "	46.34	
40 "	1.691 "	67.64	1742.30

PR - Other gangs, Crane 0287
Handle signal matl.

16 hrs.	1.991 hr.	31.86	
8½ " O.T.	2.985 "	25.37	
16 "	1.655 "	26.48	
8½ " O.T.	2.485 "	21.12	104.83

Total regular time	5413.57	
" overtime	155.77	
3% Vacation allowance on 5413.57	162.41	
6½% RR Ret. & Unemp. tax on 5731.75	372.56	
Insurance:		58546✓
3% Workmens Compensation - 5731.75	171.95	
1% Public Liab. & Prop. Damage	57.32	$6333.58
Personal Expenses		
Vo. No. 332637 - Engr. Insptr.	91.55	
Vo. No. 327349 - T.E.A.	29.97	
Vo. No. 333399 - Genl. Sig. Foreman	29.75	151.27

ML

Rental of equipment:			
Vo. No. 322929, M. J. Goss, car rental		233.30	$233.30
Outfit No. 782 - Signal			
1 Motor car - 14 day	day .74	10.36	
M.W. 68 - 2 ton truck - 1680 miles,	mi. .05	84.00	94.36
Boarding outfits			
14 Outfit & Rev. cars - 31 days ea. - 434 days @ 1.016		440.94	
Basis for apportionment:			
Total hours worked - 1777			
Hours this gang - 889 50.03% of 440.94			220.60
Outfit Gang 784 - Signal			
1 Motor car - 7 days	day .74	5.18	
M.W. 55 - 3 ton truck - 840 miles	mi. .05	42.00	47.18
Boarding outfits:			
13 Outfit and Rev. cars - 31 days ea.	403		
1 " " " 7 days	7		
	410		
410 days	day 1.016	416.56	
Apportioned:			
Total hours 2616			
Hours this job 752 28.75% of 416.56			119.76
Teleg. Outfit Gang 017			
T-83 1½ ton Dodge truck 2040 miles	mi. .05	102.00	102.00
Outfit:			
12 Outfit & Rev. cars - 31 days ea. - 372 days	da. 1.016	377.95	
Apportioned:			
Total hours worked 1393			
" " this job 855 61.38%			
61.38% of 377.95			231.99
Loco Crane 0287			
Handle signal matl.			
2 days crane 0287	da. 6.19	12.38	
4 days @ 2 days ea. - 8 days	da. 1.016	8.13	20.51
Work train service			
Handle signal & teleg. matl.			
Rental of equipment			
Eng. No. 758 - 1 day			
" 5402 - 1 day			
" 5007 - ½ day			
" 5405 - 5-3/4 day			
8¼ days @	79.40½ day	655.12	655.12

MLS

	Wages: Trainmen			625.98		
	" Enginemen			465.66	1091.64	
	3% Vacation allowance				32.75	
	6½% RR Ret. & Unempl. on 1124.39				73.09	
	Insurance:					
	3% Workmens Compensation				33.73	
	1% Pub. Lia. & Prop. Damage				11.24	$ 1242.45
	Wages: Teleg. Clerk - Work Train					
	66 hrs.		1.835 hr.	121.11		
	30-3/4 hrs. O.T.		2.75 hr.	84.56		
				205.67		
	3% Vacation allowance on		121.11	3.63		
	6½% RR Ret. & Unempl. on		209.30	13.60		
	4% Insurance			8.37		231.27
	Vo. No. 335245 - Personal expenses					11.50
	502-1 #872					
	Move signal pole line					
135	Nicopress splicing sleeves for #6 AWG wire #1-162J	ea.	.09	12.15		
200	Nicopress splicing sleeves for #6 AWG #1-162-J	ea.	.08	16.00		
50	Special 5/8" galv. nuts for anchor rods	ea.	.06	3.00		
138	Reliable solderless connectors No. 165V	ea.	.16	22.08		
8	Gal. drums 55-gal. SH	ea.	1.00	8.00		
2	Cls. 3, 50 ft. full trtd. fir line pole	ea.	45.00	90.00		
18	Nicopress offset deadend sleeves for #9 BWG wire #92-148-J	ea.	.16	2.88		
200	Nicopress offset deadend sleeves for #18 AWG wire #91-128-H	ea.	.17	34.00		
200	Nicopress offset deadend sleeves for #9 BWG wire #92-148-J	ea.	.15	30.00		
	5% cost of handling on 218.11			10.91		229.02
	Material released:					
644	Galv. crossarm braces SH	ea.	.20	128.80		
281	Top groove porc. insu. SH	ea.	.19	53.39		
30	" " " " scrap		No value			
6	Breakarm brackets Model R-5012 WRRS SH	ea.	1.05	6.30		188.49
	502-1 #869					
	Transferring teleg. facilities to Joint Signal & teleg. pole line					
25 lbs.	Wire copper tie annealed #9 AWG 22" long	lb.	.39	9.75		

MLS

90	lbs. #9 Wire steel tie galv. BWG 13" long	lb.	.04	3.60	
800	Bolts carriage 3/8" x 4" galv. Hubbard 9634	lb.	.04	32.00	
3000	lb. Wire copper line hard drawn bare copper#9	lb.	.32	960.00	
502-1 #872					
300	Sleeves Nicopress #1-114D	ea.	.14	42.00	
200	" " #2-165J	ea.	.16	32.00	
4	Anchor logs 10M	ea.	1.95	7.80	
54	X arm 10-pin	ea.	2.01	108.54	
250	½ x 4" lug screws	ea.	.06	15.00	
				1210.69	
	5% cost of handling			60.53	$ 1271.22

June 1953

PR 701 - Supt. Engr. Inspector			
1 mo.	459.00 mo.		459.00
Traveling Engr. Acct. Line change			
3 days	419.25 mo. (22)		57.17
PR 712 - Signal Dept. Line change M.P. 50.34 to M.P. 54.5 Genl. Signal Foreman			
16 hrs.	479.68 mo. (30 da)	31.98	
40 "	" "	79.95	111.93
Signal Gang 782 Cutting in new signals to service, test signal line circuits and bonding of rails M.P. 52.0			
8 hrs.	440.81 mo. (26)	16.95	
48 "	2.003 hr.	96.14	
16 "	1.787 "	28.59	
8 "	1.715 "	13.72	
24 "	1.691 "	40.58	
10 " O.T.	3.0045"	30.05	
2 " O.T.	2.6805"	5.36	
2 " O.T.	2.5725"	5.15	
6 " O.T.	2.5365"	15.21	251.75
Retire signals & foundations M.P. 51.9 to 52.0			
12 hrs.	440.81 mo. (26)	25.43	
72 "	2.003 hr.	144.22	
24 "	1.787 "	42.89	
12 "	1.715 "	20.58	
36 "	1.691 "	60.88	294.00

Retire signal apparatus acct. of removing rock fence M.P. 50.7 to 52.2				
54 hrs.	440.81 mo. (26)	114.44		
262 "	2.003 hr.	524.79		
68 "	1.787 "	121.52		
138 "	1.691 "	233.36	994.11	
	Total regular time		2112.19	
	Total overtime		55.77	
3% Vacation allowance on	2112.19		63.37	
6½% RR Ret & Unempl. on	2231.33		145.04	
Insurance				
3% Workmens Compensation			66.94	
1% Pub. Lia. & Prop. Damage			22.31	$2465.62
Rental of equipment:				
Vo. No. 320180 - M. J. Goss Motor Co.				
Car rental				232.50
Personal expenses:				
Vo. No. 330056 - Engr. Insptr.			105.85	
Vo. No. 330156 - Signal Foreman			31.45	
Vo. No. 330232 - Traveling Engr. Acct.			8.40	145.70
Rental of Outfit Cars				
Signal Gang 782				
130 Revenue & Outfit cars - 30 days ea. -		390 days		
390 days	day 1.016	396.24		
Basis of apportionment:				
Total hours worked	2231			
Hours this job	802	35.95%		
35.95% of	396.24		142.45	
1 Truck - 1320 miles	.05 mile		66.00	
1 Motor car - 11 days	.74 day		8.14	216.59
Work Train Service				
Handle Signal & Teleg. Matl.				
Eng. 5404 3 days				
" 7016 2 days				
5 days	79.409 day			397.05
Wages: Trainmen		235.78		
Enginemen		214.57	450.35	
3% Vacation allowance			13.51	
6½% RR Ret. & Unempl. on	463.86		30.15	
Insurance				
3% Workmens Compensation			13.92	
1% Pub. Liab. & Prop. Damage			4.64	512.57
Work train				
Teleg. Clerk				
24 hrs.	1.835 hr.	44.04		

MLS

12½ hrs.	2.75 hr. O.T.	34.38 78.42	
3% Vacation allowance on	44.04	1.32	$ 84.92
6½% RR Ret. & Unemp. on	79.74	5.18	3.19
4% Insurance			
Vo. 331414 - Personal Expenses			6.00
PR tracks - Sec. 10			
Watchman			
64 hrs.	1.535 hr.	98.24	
80 "	2.305 "	184.40 282.64	
3% Vacation allowance on	98.24	2.95	
6½% RR Ret. & Unempl. on	285.59	18.56	315.57
4% Insurance		11.42	
502-1 #1000			
Move Signal pole line			
6 Chance 8-W galv. anchor only No. 88115	ea. 1.19	7.14	
6 Galv. anchor rod with thimble eye 5/8 x 6'0"	ea. 1.71	10.26	
7 Angle thimble eye Hubbard No. 1100	ea. .48	3.36	
7 5/8" x 18" galv. thru bolt with nuts and sq. washers	ea. .54	3.78	25.77
5% Cost of handling on 24.54		1.23	
F-502-1 #940			
Signal Line change			
5 gals. aluminum paint	gal.2.61	13.05	
5% Cost of handling		.65	13.70
July 1953			
PR 701 - Supt.			
Engr. Inspector 13 days	459.00 mo. (23)	259.43	
Traveling Engr. Accnt. 1 day	419.25 mo.	18.23	
PR Tracks Sec. 10			
Flagging			
48 hrs.	1.535 hr.	73.68	
12 "	1.499 "	17.99	

MLS

Watchmen				
56 hrs.	1.535 hr.	85.96	322.05	
52 " O.T.	2.305 "	119.86		
16 "	1.535 "	24.56		
Total regular time		479.85		
Total overtime		119.86		
3% Vacation allowance on	479.85	14.40		
6¼% RR Ret. & Unemp. on 614.11		39.92	400.93	
Insurance				
3% Workmens Compensation		18.42		
1% Pub. Liab. & Prop. Damage		6.14		$ 678.59
Rental of equipment:				
Vo. No. 345485 - M. J. Goss Motor Co.				
Car rental				225.00
Personal expenses:				
Vo. 356267 - Engr. Insptr.		57.70		
Vo. 350653 - Trav. Engr. Accnt.		8.00		65.70
PR 27 - Teleg. Dept. Move Pole Line				
16 hrs. Lead workman	2.021 hr.	32.34		
2 " " " O.T.	2.897 "	5.79		
32 " Lineman	1.931 "	61.79		
16 " Groundman	1.691 "	27.06	126.98	
3% Vacation allowance on	121.19		3.64	
6½% RR Ret. & Unemp. on	130.62		8.49	
4% Insurance			5.22	144.33
Rental:				
Boarding outfits Gang 015				
15 outfit cars 31 days ea. - 465 days				
465 days @	1.016 day	472.44		
Basis for apportionment				
Total hrs. worked	3318			
Hours this job	66 1.99%			
1.99% of 472.44		9.40		9.40
August 1953				
PR 701 Supt.				
Traveling Engr. Accnt.				
2 days	419.25 (23)	36.46		
PR 712-1 Signal Gang 782				
Transfer line wires & remove tempy poles				
24 hrs.	440.81 (26)	50.86		

MLS

88 hrs.	2.003 hr.	176.26		
16 "	1.691 "	27.06		
		290.64		
3% Vacation allowance		8.72		
6½% RR Ret. & Unemp. on	299.36	19.46		
Insurance				
3% Workmens Compensation		8.98		
1% Pub. Liab. & Prop. damage		2.99		$330.79
Vo. No. 342432 - M. J. Goss Motor Co.				
Car rental				135.00
Rental of Outfit Cars				
Signal Gang 782				
15 Rev. & Outfit cars - 426 days, day 1.016			432.82	
Basis for apportionment:				
Total hours worked	2388			
Hours this job	128 5.36%			
5.36% of 432.82				23.20
September 1953				
PR 701 - Supt.				
Traveling Engr. Accnt.				
2 days	419.25 (21)	39.93		
PR 712 - Signal Gang 782				
Remove rock protection circuits				
16 hrs.	2.003 hr.	32.05		
Transfer line wires and remove temporary poles				
8 hrs.	440.81 mo. (26)	16.95		
56 "	2.003 hr.	112.17		
8 "	1.691 "	13.53		
Install new poles & remove tempy. poles and transfer of line wire				
16 hrs.	440.81 mo. (26)	33.90		
128 "	2.003 hr.	256.38		
16 "	1.787 "	28.59		
8 "	1.715 "	13.72		
32 "	1.691 "	54.11		
		601.33		
3% Vacation allowance		18.04		
6½% RR Ret. & Unempl. tax on 619.37		40.26		
Insurance				
3% Workmens Compensation		18.58		
1% Pub. Liab. & Prop. Damage		6.19		684.40

MLS

Personal expenses:					
Vo. No. 380917 - Trav. Engr. Acct.			6.45		$ 6.45
Rental of equipment:					
Boarding cars - Signal Gang 782					
15 Rev. & Outfit cars - 421 days, day 1.016				427.74	
Basis for apportionment:					
Total hours worked	2130				
Hours this job	288	13.52%			
13.52% of 427.74					57.83
October 1954					
PR 701-2					
1 day Trav. Engr. Accnt.					
	440.00 mo. (21)			20.95	
3% Vacation allowance				.63	
6½% RR Ret. & Unemp. on 21.58				1.40	
4% Insurance				.86	23.84
Omitted charge					
April 1952					
Vo. No. 176030					
Personal expenses - Teleg. Clerk					
in Work train service					2.00

Cost to compile bill:					
Bill Clerk:					
Jan. 1953	29 hrs.	336.93 Mo.	(21)	58.16	
Feb. 1953	73 "	336.93 "	(19)	161.82	
Mar. 1953	8 "	336.93 "	(22)	15.32	
Apr. 1953	8 "	331.85 "	(22)	15.08	
Nov. 1954	10 "	346.22 "	(21)	20.61	
Jan. 1955	40 "	346.22 "	(22)	78.69	
Feb. 1955	32 "	346.22 "	(19)	72.89	
Mar. 1955	120 "	346.22 "	(23)	225.80	
Aprl 1955	80 "	346.22 "	(21)	164.87	
May 1955	40 "	346.22 "	(22)	78.69	
Bill Examiner	2 "	356.47 "	(22)	4.05	
Compt. Opr.	36 "	299.98 "	(22)	61.36	
Typist	22 "	307.17 "	(22)	38.42	
				995.76	
3% Vacation allowance				29.87	
6½% RR Ret. & Unempl. on $1025.63				66.67	
4% Insurance				41.03	1133.33
					$ 109175.24

Salem, Oregon February 4, 1953

STATE OF OREGON

To Union Pacific Railroad, Omaha 2, Nebraska, Dr.

Project Shell Rock Mountain (Gorton Cr.-Warren Cr. & Warren Cr. -Viento)

Highway Comm. Agreement No. RR382

Sub-Division No.

Ry. Company's Agreement No. Audit 76863

Estimate No. 5

Period Covered August 1952

Prefix & Acct. No. 14-1016 14-1017

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 590647	25,626.11	25,626.11	
Bill No. 550412	5,089.47	5,089.47	
Bill No. 550414	7,479.60	7,479.60	
Bill No. 597353	26,366.58	26,366.58	
Bill No. 598991	6,763.92	6,763.92	
Bill No. 598989	7,735.25		7,735.25
Totals	79,060.93	71,325.68	7,735.25
Retained 10 %	7,906.09	7,132.57	773.52
Total Payments	71,154.84	64,193.11	6,961.73

Pay This Estimate $6,961.73

Computed by ____ Checked by ____

Approved Field Engr. ____

Approved:

Previous Voucher No.

Bridge Office Engineer

5-51-100M

Form 130 A

BILL NO. 598989

MONTH'S ACCOUNT [illegible]

DEPT. NO. 8385

DATE MADE [illegible] 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR [illegible]

14 - 10[illegible] - 2[illegible] — [illegible]
14 - 10[illegible] - 25[illegible] — [illegible]
14 - 101[illegible] - 25[illegible] — [illegible]
14 - 101[illegible] 25[illegible] — [illegible]
14 - 101[illegible] 255 — [illegible]
$ [illegible]

[illegible]

✓

APPROVED
DIVISION ENGINEER

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNI PACIFIC RAILROAD COM NY

For costs incurred constructing line changes in connection with the reconstruction of the Columbia River Highway, Shell Rock Mountain Section, during the month of August 1952. Per Contract Audit 76863, dated Nov. 21, 1951, and billed under the provisions of General Administration Memo No. 399, dated May 1, 1946. Our Work Order 6809-OW.

6th Progressive Bill:

Labor Charges:			
FD 27-1 Telegraph Dept.			
Telegraph Gang 015, Williams			
Transfer telephone & telegraph lines to signal pole line account of State Highway fill			
[illegible]			
days @	435.00 mo. 21 days	124.28	
[illegible] Clerk			
days @	304.66 mo. 21 days	87.04	
[illegible]			
hrs. @	2.001 hr.	192.10	
[illegible] Foreman			
hrs. @	2.867 hr. OT	34.40	
[illegible]			
hrs. @	1.911 hr.	913.46	
[illegible]			
hrs. @	1.671 hr.	334.20	1685.48 ✓
[illegible] Gang 015, Williams			
[illegible] to joint signal & telegraph line			
[illegible]			
days @	435.00 mo. 21 days	41.43	
[illegible] Clerk			
days @	304.66 mo. 21 days	29.01	
[illegible]			
hrs. @	2.001 hr.	32.02	
[illegible] Workman			
hrs. @	2.867 hr. OT	5.73	
[illegible]			
hrs. @	1.911 hr.	139.50	
[illegible]			
hrs. @	1.671 hr.	26.74	274.43 ✓
[illegible] wires and crossarms MP 53-54			
Lineman			
24 hrs. @	1.911 hr.		45.86 ✓
Raise wires account of State Highway fill			
Lineman			
24 hrs. @	1.911 hr.		45.86 ✓
FD 27-1 Lineman R. E. Becker			
Patrol telegraph lines MP 50-55.2			
20 hrs. @	1.911 hr.		38.22 ✓

PR 27-2 Lineman R. E. Becker
Patrol telegraph lines
36 hrs. @ 1.911 hr. 68.80
1 hr. @ 2.867 hr. OT 2.87 71.67

R 712-1 Signal Dept.
Signalman, J. E. Andrews
Protecting signal line & repair after blast
[illegible] hrs. @ 1.983 hr. 31.73

Signal Gang 784, D. R. Seaton
Setting poles for temp. line change
[illegible] hrs. @ 436.64 mo. 20.79
[illegible] hrs. @ 1.983 hr. 126.91
[illegible] hrs. @ 1.743 hr. 13.94
[illegible] hrs. @ 1.719 hr. 13.75
[illegible] hrs. @ 1.671 hr. 53.47 228.86

[illegible]
Signalman, W. B. Pendleton MP 54.5
Patrol, inspect & repair signal lines
[illegible] hrs. @ 1.983 hr. 31.73
1 hr. @ 2.9745 hr. OT 2.97 34.70

Signalman, J. E. Andrews
Protecting lines, repairing after blast
32 hrs. @ 1.983 hr. 63.46
1 hr. @ 2.9445 hr. OT 2.94 66.40

Signal Gang 784, D. R. Seaton
Relocating signal pole line temporarily
[illegible] @ 436.64 mo. 20.79
[illegible] hrs. @ 1.983 hr. 95.18
[illegible] hrs. @ 1.743 hr. 20.92
[illegible] 1.719 hr. 20.63
[illegible] @ 1.671 hr. 66.84 224.36

[illegible] Maintainer, W. C. Gross
Patrol & protect line MP 52.2
[illegible] @ 1.983 hr. 5.95

[illegible] 701-1, Engineering
L. R. Boyd, Engr.-Insp.
10 days @ 445.00 mo. 211.90

R 701-2
L. R. Boyd, Engr.-Insp.
10 days @ 445.00 mo. 211.90

[illegible] 737 Track Section #10, F. Strader MP 52
Flagging acct. blasting on State Highway Construction
34 hrs. @ 1.854 hr. 63.04
34 hrs. @ 1.515 hr. 51.51
34 hrs. @ 1.479 hr. 50.29

Roadway Watchmen MP 53.8				
336 hrs. @ 1.515 hr.	509.04			
384 hrs. @ 2.275 hr. OT	873.60			
Flagging acct. blasting near main track MP 54.3				
28 hrs. @ 1.854 hr.	51.91			
28 hrs. @ 1.515 hr.	42.42			
28 hrs. @ 1.479 hr.	41.41			
2 hrs. @ 2.78 hr. OT	5.56			
2 hrs. @ 2.275 hr. OT	4.55			
2 hrs. @ 2.22 hr. OT	4.44			
Flagging acct. blasting MP 52.5				
8 hrs. @ 1.854 hr.	14.83			
8 hrs. @ 1.515 hr.	12.12			
8 hrs. @ 1.479 hr.	11.83	1736.55	4913.87	
3% Vacation Allowance on 3976.81			119.30	
6% RRR & UI Tax on 5033.17			301.99	
4% Insurance on 5033.17			201.33	5536.49
Personal Expenses:				
No. 222264 - E. Mathis, Watchman			29.12	
No. 222784 - L. H. Boyd, Engr. Inspector			27.30	
No. 222540 - R. E. Becker, Lineman			41.88	98.30
Material Used:				
Material used from Telegraph Dept.				
Misc. Stock				
Relocating pole line acct. blasting - Temporary				
6 pcs. SH anchor logs 6-M @ 1.25 ea.	7.50			
150 ft. SH wire teleprene #14 AWG @ .03 ft.	4.50			
12 pcs. SH crossarm bolts 5/8 x12" @ .10 pc.	1.20			
5 pcs. SH poles - CL 3-25' @ 5.83 ea.	29.15			
3 pcs. SH poles - CL 3-50' @ 7.80 ea.	23.40			
2 pcs. SH poles - CL 3-40' @ 12.80 ea.	25.60			
1 pc. SH pole - CL 4-20' @ 3.53 ea.	3.53			
140 pcs. SH insulators, glass std. @ .05 ea.	7.00			
30 pcs. SH crossarm braces 28" @ .10 pc.	3.00			
30 pcs. SH carriage bolts 3/8 x4" @ .02 pc.	.60			

15 pcs. SH lag screws ½x4" @ .01 pc.	.15	
11 pcs. SH brackets, LH point type @ 1.38 ea. pc.	15.18	
17 pcs. SH crossarms 10' @ 1.10 ea. pc.	18.70	
12 pcs. SH guy clamps bolts @ .11 ea. pc.	1.32	
1224 lbs. SH wire, line #9 AWG copper @ .16 lb.	195.84	336.67
Form 502-1 #1506 R-1468 Fire-proofing and additional stringers on temporary bridges, State Highway Dept.		
16 ea. N 30"x120" - #8 ga. galv. sheet steel @ 3.34	53.44	
2 ea. N 10x20x34 rgh untrd. @ 62.14 ea.	124.28	177.72
Form 502-1 #1538 R-1574 Relocate pole line - MP 53.14 to MP 54.2		
46 pcs. N sleeves Nicopress @ .14 ea.	6.44	
20 lbs. N wire, iron tie #9 BWG @ .008 ea.	2.56	
630 lbs. N wire, copperweld #9 AWG @ .29 lb.	182.70	
Repairs to temp. bridge MP 51.8		
1 ea. N 9x20-30 rgh. unt. @ 49.13 ea.	49.13	
2 ea. N 12x12-16 rgh. unt. @ 20.96 ea.	41.92	
2 ea. N 12x12-20 " " @ 26.20 ea.	52.40	
2 ea. N 4x 8-20 " " @ 5.82 ea.	11.64	
12 ea. N 8x17- 2 trtd. @ 2.86 ea.	34.32	
Relocate pole line MP 53.14 to 54.2		
120 pc. N crossarm braces @ .27 ea.	32.40	
122 pc. N carriage bolts 3/8 x 4 @ .03 ea.	3.66	
60 pc. N crossarms - 10 ft. @ 2.92 ea.	175.20	
558 pc. N wood insl. pins @ .05 ea.	27.90	
42 pc. N bushing - wood @ .04 pc.	1.68	
42 pc. N washers, round @ .04 ea.	1.68	

60 pc. N nicopress splicing sleeves @ .06 ea.	3.60			
40 pc. N sleeves nicopress @ .06 ea.	2.40	629.63		
Form 502-1 #1523 R-1510				
Protect pole line acct. of blasting MP 52 to 53				
60 pc. N pins, wood insl. @ .06 ea.	3.60			
6 pc. N braces, crossarm @ .40 ea.	2.40			
50 ft. N strand steel, galv. @ .04 ft.	2.00	8.00	1152.02	
5% Handling Charges on 644.79			32.24	1184.26
Rental of Equipment:				
No. 209110 - M. J. Goss Motor Co. Rental Car #5 for month of June 1952 2668 mi. @ .10 mile			266.80	
No. 211762 - M. J. Goss Motor Co. Rental Car #5 for month of July 1952 2892 mi. @ .10 mile			289.20	
Forms 1253:				
Signal Gang 784 - D. R. Seaton 12 outfit cars - 372 days @ 1.016 day	377.95			
Total Hours Worked 2730 Hours This Job 240 or 8.791% of 377.95			33.23	
Telegraph Gang 015 - Williams 16 outfit cars - 496 days @ 1.016 day	503.94			
Total Hours Worked 3218 Hours Worked this job 1069 or 33.219% of 503.94			167.40	756.63
Transportation Charges:				
Untreated Lumber				
8070# Centralia, Wn. to Wyeth, Oregon 140 mi. @ .01 NTM			5.65	
860# Centralia, Wn. to The Dalles, Ore. 175.1 mi. @ .01 NTM			.75	
Treated Lumber				
925# The Dalles to Wyeth, Oregon 34.4 mi. @ .01 NTM			.16	
Telegraph & Miscell. Material				
3458# Omaha to Wyeth, Oregon 1725.7 mi. @ .01 NTM			29.84	36.40

Compilation of Bill:				
Work Order Clerk				
12 hrs. @ 1.80353 hr.		21.64		
Comptometer Operator				
½ hr. @ 1.55896 hr.		.78		
Bill Examiner				
3/4 hrs. @ 2.24901 hr.		1.69		
[illegible]				
½ hr. @ 1.93322 hr.		.97	25.08	
3% Vacation Allowance on 25.08			.75	
6% RRR & UI Tax on 25.83			1.55	
4% Insurance on 25.83			1.03	28.41
Omitted Charges prior months:				
July 1952 Expenses				
WO 712-2 Signal Dept.				
Signalman, W. E. Andrews - Patrol signal line				
24 hrs. @ 1.983 hr.	47.59			
1 hr. @ 2.9745 hr. OT	2.97	50.56		
WO 704-2 - Station PR NWD				
Telegrapher, J. L. Pierson				
8 hrs. @ 1.815 hr.	14.52			
2¼ hrs. @ 2.72 hr. OT	6.12	20.64	71.20	
3% Vacation Allowance on 62.11			1.86	
6% RRR & UI Tax on 73.06			4.38	
4% Insurance on 73.06			2.92	80.36
Personal Expenses				
Vo. 223435 - PX - W. E. Andrews, Signalman			12.40	
Vo. 227751 - PX - J. L. Pierson, Telegrapher			2.00	14.40
			TOTAL BILL	7735.25

Salem, Oregon February 2, 1953

STATE OF OREGON

To Union Pacific Railroad, Omaha 2, Nebraska, Dr.

Project Shell Rock Mountain Gorton Cr.-Warren Cr. &
Warren Cr.-Viento Sections

Highway Comm. Agreement No. RR382

Sub-Division No.

Ry. Company's Agreement No. Audit 76863

Estimate No. 4

Period Covered July ~~November~~ 1952

Prefix & Acct. No. 14-1016
14-1017

Item	Total Amount To Date	Previous Amount	Present Amount
Bill #590647	25,626.11	25,626.11	
#550412	5,089.47	5,089.47	
#550414	7,479.60	7,479.60	
#597353	26,366.58	26,366.58	
#598991	6,763.92		6,763.92
Totals	71,325.68	64,561.76	6,763.92
Retained 10 %	7,132.57	6,456.18	676.39
Total Payments	64,193.11	58,105.58	6,087.53

Pay This Estimate $6,087.53

Computed by Checked by

Approved Field Engr. Approved:

Previous Voucher No.

Bridge Office Engineer

5-51-100M

Form 130 A

BILL NO. 598991

MONTH'S ACCOUNT

DEPT. NO. 8383

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

Complete

OK

✓

[illegible]

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

For expenses incurred constructing line changes in connection with the reconstruction of the Columbia River Highway, Shell Rock Mountain Section, during the month of July 1952. Per Contract Audit 76863, dated November 21, 1951, and billed under the provisions of General Administration Memo No. 299, dated May 1, 1946. Our W.O. 6809-OW.

Progressive billing:

Labor Charges:

PR 710-1, B&B Gang 712 - C.F. Nearman				
Constructing temp. bridge at MP 51.8				
40 hrs		@ 2.0253 hr	81.01	
52 "	OT	@ 3.0380 "	157.98	
192 "		@ 1.779 "	341.57	
163 "	OT	@ 2.67 "	435.21	
120 "		@ 1.635 "	196.20	
94 "	OT	@ 2.4525 "	230.54	1 442.51
PR Track Section				
Foreman Frank Strader - Section #10				
Roadway watchman MP 53.8				
352 hrs		@ 1.515 hr	533.28	
392 "	OT	@ 2.2725 "	890.82	
MP 52 - Flagging acct. of blasting				
10 hrs		@ 1.854 hr	18.54	
8 "		@ 1.515 "	12.12	
10 "		@ 1.479 "	14.79	
MP 54.3 - Flagging acct. of blasting				
8 hrs		@ 1.854 hr	14.83	
8 "		@ 1.515 "	12.12	
8 "		@ 1.479 "	11.83	1 508.33
PR 710-2				
B&B Gang 712 - C.F. Nearman				
Job #4 Placing helper stringers				
16 hrs		@ 2.0253 hr	32.40	
7 "	OT	@ 3.0379 "	21.27	
60 "		@ 1.779 "	106.74	
28 "	OT	@ 2.67 "	74.76	
64 "		@ 1.635 "	104.64	
28 "	OT	@ 2.4525 "	68.67	408.48
Job #5 - Place tin for fire protection				
8 hrs	OT	@ 3.0379 hr	24.30	
32 "	OT	@ 2.67 "	85.44	
24 "	OT	@ 2.4525 "	58.86	168.60

PR-[illegible]7 Telegraph Dept.				
Telegraph Gang 015 - O. Williams				
Protecting line acct. of blasting				
40 hrs	@ 1.911 hr		76.44	
Relocate pole line acct. of blasting				
48 hrs	@ 2.001 hr		96.05	
6 "	@ 2.867 "		17.20	
152 "	@ 1.911 "		290.47	
112 "	@ 1.671 "		187.15	667.31
Relocate Pole line acct. of blasting				
5 hrs	@ 1.911 hr		9.56	
25 "	@ 1.671 "		41.78	51.34
PR 712 - Signal Dept.				
General Signal Fallman				
Line changes etc. - MP 51.9				
16 hrs	@ 484.54 mo. (22 d m)			44.05
Signal Gang 784 - D.R. Seaton				
MP 51.9 Protect signal lines from blastings				
16 hrs	@ 436.64 mo. (22 d m)		39.69	
96 "	@ 1.983 hr		190.37	
16 "	@ 1.719 "		27.50	
16 "	@ 1.671 "		26.74	284.30
Signal Gang 787 - L.E. Roundy - Signalman				
MP 50-56 - Patrol track line				
24 hrs	@ 1.983 hr			47.59
PR 701-1 & 2 - Superintendent				
L.H. Boyd - Engr. - Insp.				
13 das	@ 445.00 mo (22 d m)		262.95	
W.C. Pound - Engr. - Insp.				
11 das	@ 445.00 mo (22 d m)		222.50	485.45
Pay roll - Other Gangs - NWD				
Loco. Crane 0287				
Move Troutdale to Mosier, Oregon - July 30th				
Handle bridge material & load poles				
8 hrs	@ 1.971 hr		15.77	
2 " OT	@ 2.955 "		5.91	
8 "	@ 1.635 "		13.08	
2 " OT	@ 2.455		4.91	39.67
TE 605 - Work Train Service				
July 30, 1952 - Loco. 5315				
Place stringers and unldg. poles Br. 51.8				
Wages Trainmen			40.10	
" Enginemen			29.40	
Engine Watchman			13.72	
Trainmen	OT		24.47	
Enginemen	OT		17.93	
Engine watchman OT			10.29	135.91

GJM

PR Track NWD						
Section 7 - Foreman A.W. Sundsted						
July 10, 1952 Watch & patrol tracks MP 52						
3 hrs "		@ 313.96 mo (22 d m)	5.35			
9 "		@ 1.515 hr	13.64	18.99		
Section 11 - Foreman P.E. Smith						
July 25, 1952 - Flagging MP 54.3						
[illegible]		@ 1.479 hr	23.66			
July 23, 1952 Flagging MP 52.31						
7 hrs		@ 298.46 mo (22 d m)	11.87			
21 "		@ 1.479 hr	31.06	66.59	5 369.12	
3% Vacation Allowance on 3 257.76					97.73	
6% RRR & UIC Tax on 5 466.85					328.01	
4% Insurance on 5 466.85					218.67	6 013.53
Personal Expenses						
Vo. 216541 - L.H. Boyd - Engr. Insp.					15.75	
Vo. 228543 - W.C. Pound do					9.93	
Vo. 222929 - E. Mathis - Watchman					34.72	
Vo. 223423 - W.H. Ferguson - Gen. Signal Foreman					17.00	77.40
Material Used:						
Form 502-1 #1382						
Construct temp. bridges for state						
107 ft N	Metal fire decking "A"	@ .49 ft	52.43			
107 " "	" "B"	@ .27 "	28.89			
107 " "	" "D"	@ .32 "	34.24			
54 " "	" "F"	@ .60 "	32.40			
54 " "	" "L"	@ .60 "	32.40			
50 lbs "	16 D Com nails	@ .09 lb	4.50			
100 " "	30 D " "	@ .08 "	8.00			
50 " "	16 D " "	@ .06 "	3.00			
3 pcs N	50 ft untrtd fire piling	@23.28 ea	69.84	265.70		
Form 502-1 #1353						
Relocating pole line acct. of blasting						
200 ft N	Strand, alv. steel	@ .04 ft	8.00			
50 pc N	Nicporess splicing sleeves	@ .06 ea	3.00			
4 " "	Crossarm bolts 5/8x18"	@ .31 ea	1.24			
3 " "	Anchor Rods ½x6'	@ .76 ea	2.28			
10 lbs "	Wire copper tie #9 AWG	@ .31 lb	3.10	17.62		
Telegraph Dept. material used from maintenance stocks - Protecting pole line acct. of blasting (July)						
6 pcs N	Crossarms 10' wood pin	@2.20 pc	13.20			
1 pr "	Rods Anchor 5/8x7		2.04			
3 pc "	" " ½x6	@1.86 pc	5.58			
2 pc "	Crossarms 5/8x18" Bolts	@ .21 pc	.42	21.24	304.56	
5% Handling charges on 223.20					11.16	315.72

JM

[illegible] of Equipment.				
[illegible] #5315 in work train service				
[illegible] 30, [illegible] - 1 da @ 79.409 per da			79.41	
Loco. Crane 0287 - in service 1 da @ 6.19 da			6.19	
Form 1253 - B&B Gang 712 - C.F. Nearman				
[illegible] Outfit cars 310 das @ 1.016 da	314.96			
Total hrs. worked 2003				
Hrs. this job 928 or 46.33% of 314.96		145.92		
Truck MW-28 - 88 miles @ .05 mile		4.40	150.32	
Signal Gang 784 - Seaton				
12 Outfit cars 372 das @1.016 da	377.95			
1 " " 7 " @1.016 "	7.11			
	385.06			
Total hrs. worked 2251				
Hrs. this job 128 or 5.686% of 385.06			21.89	
Telegraph Gang 015 - O.W. Williams				
[illegible] Outfit cars 465 das @ 1.016 da	472.44			
Hrs. this job 388 or 12.208% of 472.44				
Total hrs. work 3178			57.68	315.49
Transportation Charges on materials:				
Untreated Piling				
6450 lbs - Centralia, Wn. to Wyeth, Oregon				
140 miles @ .01 NTM				
Misc. and Telegraph Material			4.52	
787 lbs - Omaha to Wyeth				
[illegible] miles @ .01 NTM			6.79	11.31
Preparation of Bill:				
3 hrs @ 1.95511 hr				
Work Order Clerk 10 " @ 1.80453 "		5.87		
Comptometer Operator ½ " @ 1.55896 "		18.05		
Bill Examiner 3/4 " @ 1.65768 "		.78		
Typist ½ " @ 1.59701 "		1.39		
		.80	26.89	
3% Vacation Allowance on 26.89				
6% RRR & UI Taxes on 27.70			.81	
4% Insurance on 27.70			1.66	
			1.11	30.47
Total bill				6 763.92

cgw

Salem, Oregon January 20, 1953

STATE OF OREGON

To Union Pacific Railroad Company, Omaha 2, Nebraska, Dr.

Project Shell Rock Mountain (Gorton Creek-Warren Creek and Warren Creek-Viento)

Highway Comm. Agreement No. R8382

Sub-Division No.

Ry. Company's Agreement No. Audit 76863

Estimate No. 3

Period Covered April, 1952

Prefix & Acct. No. 14-1016
14-1017

Item	Total Amount To Date	Previous Amount	Present Amount
Bill #590647	25,626.11	25,626.11	-
#550412	5,089.47	5,089.47	-
#550414	7,479.60	7,479.60	-
#597353	26,366.58	-	26,366.58
Totals	64,561.76	38,195.18	26,366.58
Retained 10 %	6,456.18	3,819.52	2,636.66
Total Payments	58,105.58	34,375.66	23,729.92

Pay This Estimate $23,729.92

Computed by Checked by

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

5-51-100M

Form 130 A

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Salem, Oregon

BILL NO. 597353

MONTH'S ACCOUNT NOV 1952

DEPT. NO. 7991

DATE MADE ____ 19__

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

2nd

OK

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

[illegible] incurred constructing line changes in connection with the relocation of the Columbia River Highway, Shell Rock Mountain Section, during the month of April 1952. Per Contract Audit 76863, dated November 21, 1951, and billed under the provisions of General Administrative Memorandum No. 299, dated May 1, 1946. Our Work Order 6809-OW.

Progressive Bill:
April 1952

PR 701-1 Engr. Inspector, L. H. Boyd		
15/30 @ 445.00 mo.	222.50 ✓	
PR 701-2 Engr. Inspector, L. H. Boyd		
15/30 @ 445.00 mo.	222.50 ✓	445.00 ✓
PR 712-2 Signal Gang 782, M. H. Allen		
Change signal line for contractors MP 53		
24 hrs. @ 432.47 mo. (26 das.)	49.90	
48 hrs. @ 1.963 hr.	94.22	
16 hrs. @ 1.699 hr.	27.18	
48 hrs. @ 1.675 hr.	80.40	
2 hrs. @ 2.9445 hr. (OT)	5.89	
1 hr. @ 2.5485 hr. (OT)	2.55	
2 hrs. @ 2.5125 hr. (OT)	5.03	265.17 ✓
Signal General Foreman		
Signal & pole line relocation MP 54 to 54.3		
3 days @ 479.68 mo. (30 das.)		47.97 ✓
Signalman, F. B. Pendleton		
Protecting signal wires while blasting on highway construction		
8 hrs. @ 1.963 hr.	15.70	
5 hrs. @ 2.9445 hr. (OT)	14.72	30.42 ✓
Signal Gang 787, W. L. Hieb		
Moving pole line, MP 54.4		
13 days @ 432.47 mo. (26 das.)	216.23	
408 hrs. @ 1.963 hr.	800.90	
176 hrs. @ 1.675 hr.	294.80	
200 hrs. @ 1.651 hr.	330.20	
15 hrs. @ 2.9445 hr. (OT)	44.17	
6 hrs. @ 2.5125 hr. (OT)	15.08	
6 hrs. @ 2.4765 hr. (OT)	14.86	1716.24 ✓
PR 711-2 B&B Gang 705, W. P. Heinrich		
Excavate and place stringers		
24 hrs. @ 2.006 hr.	48.18	
48 hrs. @ 1.807 hr.	86.74	
24 hrs. @ 1.819 hr.	43.66	
72 hrs. @ 1.759 hr.	126.65	

[illegible]0 hrs. @	1.615 hr.		64.60	
[illegible] hr. @	3.13 hr.	(OT)	3.13	
[illegible] hrs. @	2.71 hr.	(OT)	5.42	
1 hr. @	2.73 hr.	(OT)	2.73	
3 hrs. @	2.64 hr.	(OT)	7.92	
2 hrs. @	2.425 hr.	(OT)	4.85	393.88 ✓

Excavate passageway between bents

3 hrs. @	3.13 hr.	(OT)	9.39	
6 hrs. @	2.71 hr.	(OT)	16.26	
3 hrs. @	2.73 hr.	(OT)	8.19	
9 hrs. @	2.64 hr.	(OT)	23.76	
3 hrs. @	2.425 hr.	(OT)	7.27	64.87 ✓

Excavate & place braces and end bulkheads

8 hrs. @	3.13 hr.	(OT)	25.04	
16 hrs. @	2.71 hr.	(OT)	43.36	
8 hrs. @	2.73 hr.	(OT)	21.84	
24 hrs. @	2.64 hr.	(OT)	63.36	
8 hrs. @	2.425 hr.	(OT)	19.40	173.00 ✓

Excavate, crib up, cut off & cap pile bents

16 hrs. @	2.006 hr.	32.10	
16 hrs. @	1.807 hr.	28.91	
16 hrs. @	1.819 hr.	29.10	
32 hrs. @	1.759 hr.	56.29	
32 hrs. @	1.615 hr.	51.68	198.08 ✓

Excavate, place stringers and ties

24 hrs. @	2.006 hr.	48.14	
48 hrs. @	1.807 hr.	86.74	
24 hrs. @	1.819 hr.	43.66	
48 hrs. @	1.759 hr.	84.43	
48 hrs. @	1.615 hr.	77.52	340.49 ✓

Bolt, deck line track

8 hrs. @	3.13 hr.	(OT)	25.04	
16 hrs. @	2.71 hr.	(OT)	43.36	
8 hrs. @	2.73 hr.	(OT)	21.84	
16 hrs. @	2.64 hr.	(OT)	42.24	
16 hrs. @	2.425 hr.	(OT)	38.80	171.28 ✓

Place end bulkheads and excavate for bracing

8 hrs. @	2.006 hr.	16.05	
16 hrs. @	1.807 hr.	28.91	
16 hrs. @	1.759 hr.	28.14	
16 hrs. @	1.615 hr.	25.84	98.94 ✓

[illegible] Heinrich
[illegible] on bents
Br. [illegible]

8 hrs. @	3.13 hr.	(OT)	25.04	
16 hrs. @	2.71 hr.	(OT)	43.36	
24 hrs. @	2.64 hr.	(OT)	63.36	
8 hrs. @	2.73 hr.	(OT)	21.84	
8 hrs. @	2.425 hr.	(OT)	19.40	173.00 ✓

Excavate and bulkhead back of bents

8 hrs. @	2.006 hr.		16.05	
16 hrs. @	1.807 hr.		28.91	
16 hrs. @	1.759 hr.		28.14	
16 hrs. @	1.615 hr.		25.84	98.94 ✓

Frame footwalk, handrail posts

8 hrs. @	2.006 hr.		16.05	
16 hrs. @	1.807 hr.		28.92	
8 hrs. @	1.819 hr.		14.55	
24 hrs. @	1.759 hr.		42.22	
16 hrs. @	1.615 hr.		25.84	127.58 ✓

Excavate & crib up cap pile bents

32 hrs. @	2.006 hr.		64.19	
64 hrs. @	1.807 hr.		115.65	
96 hrs. @	1.759 hr.		168.86	
32 hrs. @	1.615 hr.		51.68	
32 hrs. @	1.819 hr.		58.21	458.59 ✓

Cut off pile & place caps

8 hrs. @	3.13 hr.	(OT)	25.04	
16 hrs. @	2.71 hr.	(OT)	43.36	
8 hrs. @	2.73 hr.	(OT)	21.84	
16 hrs. @	2.64 hr.	(OT)	42.24	132.48 ✓

Excavate & place stringers, bolt deck

40 hrs. @	2.006 hr.		80.24	
80 hrs. @	1.807 hr.		144.56	
40 hrs. @	1.819 hr.		72.76	
120 hrs. @	1.759 hr.		211.08	
40 hrs. @	1.615 hr.		64.60	573.24 ✓
2 hrs. @	3.13 hr.	(OT)	6.26	
4 hrs. @	2.71 hr.	(OT)	10.84	
2 hrs. @	2.73 hr.	(OT)	5.46	
6 hrs. @	2.64 hr.	(OT)	15.84	
2 hrs. @	2.425 hr.	(OT)	4.85	43.25 ✓

Call to take Dozer across tracks to make excavation at Br. 53.9

3 hrs. @	3.13 hr.	(OT)	9.39
6 hrs. @	2.71 hr.	(OT)	16.26

3 hrs. @	2.73 hr.	(OT)	8.19	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible] ✓

B&B Gang 711, R. L. Willingham

Driving piling Br. 53.9

12 hrs. @	2.006 hr.		24.07	
12 hrs. @	1.867 hr.		22.40	
8 hrs. @	1.807 hr.		14.46	
48 hrs. @	1.759 hr.		84.43	
12 hrs. @	1.615 hr.		19.38	164.74 ✓

Driving piling Br. 54.3

20 hrs. @	2.006 hr.		40.12	
20 hrs. @	1.867 hr.		37.34	
40 hrs. @	1.759 hr.		70.36	
20 hrs. @	1.615 hr.		32.30	180.12 ✓

Excavate to cut off piling & place caps Br. 53.9

24 hrs. @	1.807 hr.		43.37	
72 hrs. @	1.759 hr.		126.65	
8 hrs. @	2.71 hr.	(OT)	21.68	
16 hrs. @	2.64 hr.	(OT)	42.24	233.94 ✓

Loading mat'l. for Br. 54.3

8 hrs. @	3.13 hr.	(OT)	25.04	
8 hrs. @	2.80 hr.	(OT)	22.40	
8 hrs. @	2.64 hr.	(OT)	21.12	
8 hrs. @	2.425 hr.	(OT)	19.40	87.96 ✓

Driving piling - Br. 54.3

12 hrs. @	2.006 hr.		24.07	
12 hrs. @	1.867 hr.		22.41	
8 hrs. @	1.807 hr.		14.46	
48 hrs. @	1.759 hr.		84.43	
12 hrs. @	1.615 hr.		19.38	
1 hr. @	3.13 hr.	(OT)	3.13	
1 hr. @	2.80 hr.	(OT)	2.80	
1 hr. @	2.71 hr.	(OT)	2.71	
5 hrs. @	2.64 hr.	(OT)	13.20	
1 hr. @	2.425 hr.	(OT)	2.42	189.01 ✓

Excavate, place stringers, guard rail & ties, Br. 53.9

20 hrs. @	2.006 hr.		40.12	
20 hrs. @	1.867 hr.		37.34	
24 hrs. @	1.807 hr.		43.37	
112 hrs. @	1.759 hr.		197.00	
20 hrs. @	1.615 hr.		32.30	
2 hrs. @	3.13 hr.	(OT)	6.26	
2 hrs. @	2.80 hr.	(OT)	5.60	
2 hrs. @	2.71 hr.	(OT)	5.42	
10 hrs. @	2.64 hr.	(OT)	26.40	
2 hrs. @	2.425 hr.	(OT)	4.85	398.66 ✓

Excavating to cut off piling, place caps, stringers and guard rails, Br. 54.3

24 hrs. @	2.006 hr.		48.16	
24 hrs. @	1.867 hr.		44.80	
24 hrs. @	1.807 hr.		43.37	
96 hrs. @	1.759 hr.		168.86	
24 hrs. @	1.615 hr.		38.77	
8 hrs. @	3.13 hr.		25.04	
8 hrs. @	2.80 hr.		22.40	
8 hrs. @	2.71 hr.		21.68	
40 hrs. @	2.64 hr.		105.60	
8 hrs. @	2.425 hr.		19.40	538.08 ✓

PR 710-2 B&B Gang 711, R. L. Willingham
Place stringers, guard rail, ties, Br. 54.3

48 hrs. @	2.006 hr.		96.29	
48 hrs. @	1.867 hr.		89.62	
24 hrs. @	1.807 hr.		43.37	
232 hrs. @	1.759 hr.		408.09	
48 hrs. @	1.615 hr.		77.52	
9 hrs. @	3.13 hr.	(OT)	28.17	
9 hrs. @	2.80 hr.	(OT)	25.20	
4 hrs. @	2.71 hr.	(OT)	10.84	
42 hrs. @	2.64 hr.	(OT)	110.88	
12 hrs. @	2.425 hr.	(OT)	29.10	919.08 ✓

Construct temporary bridge, 51.8

40 hrs. @	2.006 hr.		80.24	
40 hrs. @	1.867 hr.		74.68	
200 hrs. @	1.759 hr.		351.80	
40 hrs. @	1.615 hr.		64.60	
8 hrs. @	3.13 hr.	(OT)	25.04	
8 hrs. @	2.80 hr.	(OT)	22.40	
8 hrs. @	2.71 hr.	(OT)	21.68	
40 hrs. @	2.64 hr.	(OT)	105.60	
8 hrs. @	2.425 hr.	(OT)	19.40	765.44 /

PR Track Section - NWD
Section 10, Frank Strader, Foreman
Roadway Watchman at Underpass 53.8

112 hrs. @	1.495 hr.		167.44	
30½ hrs. @	2.245 hr.	(OT)	68.47	235.91 /

PR - Other Gangs - NWD
Loco Crane 0293
Putting in underpass

76 hrs. @	1.951 hr.		148.28
76 hrs. @	1.615 hr.		122.74
4½ hrs. @	2.925 hr.	(OT)	13.16

[illegible] hrs. @ 2.425 hr.	(OT)	10.91		
Inspect and oil machines				
5 hrs. @ 2.925 hr.	(OT)	14.63		
5 hrs. @ 2.425 hr.	(OT)	12.13	321.85	✓
Changing hammers on pile driver				
1 hr. @ 2.925 hr.	(OT)	2.93		
1 hr. @ 2.425 hr.	(OT)	2.43	5.36	✓
Cutting in underpass				
48 hrs. @ 1.951 hr.		93.65		
48 hrs. @ 1.615 hr.		77.52		
7½ hrs. @ 2.925 hr.	(OT)	21.94		
7½ hrs. @ 2.425 hr.	(OT)	18.19		
Inspect and oil crane				
3 hrs. @ 2.925 hr.	(OT)	8.78		
3 hrs. @ 2.425 hr.	(OT)	7.28	227.36	✓
Pile Driver 0321				
Br. 53.09, drive piling				
16 hrs. @ 1.879 hr.		30.06		
16 hrs. @ 1.615 hr.		[illegible]4		
3 hrs. @ 2.82 hr.	(OT)	[illegible]6		
3 hrs. @ 2.425 hr.	(OT)	[illegible].28	71.64	✓
Br. 54.03, drive piling				
32 hrs. @ 1.879 hr.		60.13		
32 hrs. @ 1.615 hr.		51.68		
1½ hrs. @ 2.82 hr.	(OT)	4.23		
1½ hrs. @ 2.425 hr.	(OT)	3.63		
Inspecting & oiling machine				
5 hrs. @ 2.82 hr.	(OT)	14.10		
5 hrs. @ 2.425 hr.	(OT)	12.12	145.89	✓
Changing hammers				
1 hr. @ 2.82 hr.	(OT)	2.82		
1 hr. @ 2.425 hr.	(OT)	2.43	5.25	✓
PR 27 - Telegraph Department				
Telegraph Gang 019, W. P. Johnston				
Relocating line acct. hiway constr.				
Groundmen				
514 hrs. @ 1.651 hr.		848.61		
28 hrs. @ 2.477 hr.	(OT)	69.36	917.97	✓
Foreman				
11 days @ 435.00 mo.		159.50		

[illegible] Lineman						
112 hrs. @	1.981 hr.		221.87			
Lead Lineman						
14 hrs. @	2.837 hr.	(OT)	39.72			
Lineman						
42 hrs. @	2.837 hr.	(OT)	119.15			
Lineman						
514 hrs. @	1.891 hr.		971.97	1512.21 ✓		
Telegraph Gang 015, O. W. Williams Transfer telephone & telegraph facilities to joint signal & telegraph lines						
Lead Workman						
9 hrs. @	2.837 hr.	(OT)	25.53			
Groundman, assist Gang 019						
96 hrs. @	1.651 hr.		158.50			
56 hrs. @	2.477 hr.	(OT)	138.71	322.74 ✓		
R 704						
Telegrapher Clerk with Work Train H. L. Dreiszus						
32 hrs. @	1.795 hr.		57.44			
12¼ hrs. @	2.69 hr.	(OT)	32.95	90.39		
Labor Charges Work Train Service Train & Enginemen's Wages						
Straight time			1032.00			
Overtime			612.83	1644.83	14572.61	
3% Vacation Allowance on 11749.47					352.48	
6% RRR & UI Tax on 14925.09					895.51	
4% Insurance on 14925.09					597.00	16417.60 ✓
Vouchers:						
168136, M. J. Goss Motor Co. Rental car #5 - 2635 miles @ .10 mile					263.50 ✓	
176030, PX, H. L. Dreiszus, Telegrapher Clerk				8.00		
184512, PX, F. B. Pendleton, Signalman				11.25		
179128, PX, L. H. Boyd, Engr. Insp.				27.40		
179202, PX, W. H. Ferguson, Genl. Sig. Fmn.				21.05	67.70	331.20
Form 502-1 #646 - B&B Gang 705, W. P. Heinrich Construct temp. br. MP 53.9						
30 ea. N 3/4"x38" mach. bolts & nuts @ .55 ea.				16.50		
24 ea. 3/4x32" mach. bolts & nuts @ .32				7.68		
8 ea. 3/4x46" " " " @ .48				3.84		
8 ea. 3/4x22" " " " @ .26				2.08		
8 ea. 3/4x26" " " " @ .31				2.48		

See al[illegible] page 6 [illegible] 710321

30 ea. 5/8x17" mach. bolts & nuts @ .17	5.10	
60 ea. N 1/2x6" " " " @ .06	3.60	
40 ea. N 1/2x8" " " " @ .08	3.20	
40 ea. 3/4" square nuts @ 3.40 C	1.36	
30 ea. 5/8" " " @ 3.10 C	.93	46.77
Form 502-1 #651, B&B 711, Willingham		
For constructing temp. bridges Br. 54.3		
Ⓓ 1 ea. 50 ft. piling treated @ 34.58 ea.	34.58	
Ⓓ 1 ea. 40 ft. " " 27.66 ea.	27.66	
Ⓓ 2 ea. 35 ft. " " 24.21 ea.	48.42	
Ⓓ 1 ea. 30 ft. " " 20.75 ea.	20.75	131.41
Form 502-1 #644 - B&B 705 - Heinrich		
Construct temp. bridge MP 53.9		
7 lbs. ½" punch washers @ .10 lb.	.70	
80 ea. 3/4" cast washers @ .18 ea.	14.40	
80 ea. 3/4" ET assemblies @ .39 ea.	31.20	
40 ea. 5/8" ET assemblies @ .37 ea.	14.80	
60 ea. 2" cast washers @ .94 ea.	56.40	
100 lbs. N 3/8x10" boat spikes @ .09 lb.	9.00	
30 ea. 5/8" cash washers @ .08 ea.	2.40	
25 ea. 3/4" mach. bolts @ .26 ea.	6.50	
24 ea. 3/4x20" drift bolts @ .11 ea.	2.64	138.04
Form 502-1 #637 - Gang 711 - Willingham		
Construct temp. Br. 51.8		
Ⓓ 47 ea. N 40' fir piling untrtd. @ 18.28	859.16	
Construct temp. Br. 51.1		
5 ea. fir piling untrtd. @ 18.28 ea.	91.40	
12 ea. 4'6"x16' rgh untrtd. @ 2.06 ea.	24.72	975.28
Form 502-1 #674 B&B 711 - Willingham		
Construct temp. bridges MP 54.3 and 53.9		
14 ea. 45' piling untrtd. @ 20.00 ea.	280.00	
4 ea. 40' " " @ 17.78 ea.	71.12	
9 ea. 40' " " @ 17.78 ea.	160.02	
8 ea. 4x12x20' rgh untrtd. @ 6.26 ea.	50.08	
16 ea. 4x8x20' " " @ 4.67 ea.	74.72	
9 ea. 4x8x16' " " @ 3.53 ea.	31.77	
8 ea. 4x4x16' S4S @ 1.77 ea.	14.16	
8 ea. 3x4x16 S4S @ 1.32 ea.	10.56	
26 ea. 2x6x16 S4S @ 1.50 ea.	39.00	
8 ea. 2x6x18 rgh untrtd. @ .98 ea.	7.84	
24 ea. 2x12x16 rgh untrtd. @ 2.73 ea.	65.52	
16 ea. 4x12x24 rgh untrtd. @ 7.53 ea.	120.48	
53 ea. 8x8x9 S1S untrtd. @ 5.14 ea. Ⓓ	272.42	
6 ea. 5x8x18 " " @ 6.42 ea. Ⓓ	38.52	
4 ea. 14x14x14 S1S " @ 24.46 ea. Ⓓ	97.84	
6 ea. 10x20-17'-6" rgh untrtd. @ 33.56 ea. Ⓓ	201.36	
2 ea. 10x20-3[illegible] " " @ 65.19 ea. Ⓓ	[illegible]	
4 ea. [illegible] rgh untrtd. @ [illegible] ea. Ⓓ	[illegible]	
14 ea. 45' piling untrtd. @ [illegible] ea. Ⓓ	[illegible]	[illegible]

over

Form 502-1 #718 Heinrich B&B 705
Construct temp. Br. 51.1

30 lbs. N 40D nails com. @ .07 lb.	2.10	
20 lbs. 20D " " @ .07 lb.	1.40	
12 ea. 3x12-16' rgh @ 3.55 ea.	42.60	
15 ea. 2x6-16' " @ 1.12 ea.	16.80	62.90

Form 502-1 #806 - B&B 711 - Willingham
Temp. bridge construction

2 ea. 10x20-17'6" rgh @ 107.51 MBM ft.		60.92

Form 502-1 #757 - B&B 711 - Willingham
Construct temporary bridges

3 ea. 3/4x42" mach. bolts @ .44 ea.	1.32	
22 ea. 3/4x43" mach. bolts @ .36 ea.	7.92	
18 ea. 3/4x20" " " @ .24 ea.	4.32	
10 ea. 3/4" nuts " " @ 3.40 C	.34	
40 ea. 130.8# RE tie plates 22.18# ea. @ .20 cwt.	1.77	15.67

Form 502-1 #737 - B&B 705 - W. P. Heinrich
Construct temporary bridges 54.3

8 ea. 3/4x46" mach. bolts @ .48 ea.	3.84
30 ea. 3/4x38" " " @ .55 ea.	16.50
13 ea. 3/4x32" " "nuts @ .39 ea.	5.07
11 ea. 3/4x32" " " @ .32 ea.	3.52
8 ea. 3/4x22" " " @ .26 ea.	2.08
8 ea. 3/4x26" " " @ .31 ea.	2.48
30 ea. 5/8x17" " " @ .17 ea.	5.10
60 ea. 1/2x6" " " @ .06 ea.	3.60
27 ea. 3/4" square nuts @ 3.40 C	.92
30 ea. 5/8" square nuts @ 3.10 C	.93
40 ea. 1/2x8" mach. bolts & nuts @ .08 ea.	3.20
7 lbs. ½" punch washers @ .10 lb.	.70
80 ea. 3/4" cast washers @ .19 ea.	15.20
30 ea. 5/8" cast washers @ .19 ea.	5.70
80 ea. 3/4" ET assemblies @ .39 ea.	31.20
40 ea. 5/8" ET assemblies @ .37 ea.	14.80
60 ea. 2" cast washers @ .94 ea.	56.40
100 lbs. 3/8x10" boat spikes @ .09 lb.	9.00
25 ea. 3/4x22" mach. bolts @ .26 ea.	6.50
8 ea. 4x12x20' rgh untrtd. @ 6.26 ea.	50.08
16 ea. 4x8-20' rgh untrtd. @ 4.42 ea.	70.72
9 ea. 4x8-16' " " @ 3.53 ea.	31.77
8 ea. 4x4-16' S4S " @ 1.77 ea.	14.16
8 ea. 3x4-16' S4S " @ 1.32 ea.	10.56
26 ea. 2x6-16' S4S " @ 1.50 ea.	39.00
8 ea. 2x6-16' rgh untrtd. @ .98 ea.	7.84
24 ea. 2x12-18' " " @ 2.73 ea.	65.52
16 ea. 4x12-24' " " @ 7.53 ea.	120.48

6 ea. 10x20-34' rgh untrtd. @ 65.19 ea. Ⓓ	391.14	
6 ea. 10x20-17'6" rgh untrtd. @ 33.56 ea. Ⓓ	201.36	
53 ea. 8x8-9' S1S untrtd. @ 5.14 ea. Ⓓ	272.42	
6 ea. 5x8-18' " " @ 6.42 ea. Ⓓ	38.52	
4 ea. 14"x14"-14' S1S untrtd. @ 24.46 ea. Ⓓ	97.84	
Construction Temp. Br. 51.8		
8 ea. 4x12-20' rgh. untrtd. @ 6.26 ea.	50.08	
16 ea. 4x8-20' " " @ 4.67 ea.	74.72	
9 ea. 4x8-16' " " @ 3.53 ea.	31.77	
8 ea. 4x4-16' S4S " @ 1.77 ea.	14.16	
8 ea. 3x4-16' S4S " @ 1.32 ea.	10.56	
26 ea. 2x6-16' S4S " @ 1.50 ea.	39.00	
8 ea. 2x6-16' rgh " @ .98 ea.	7.84	
24 ea. 2x12-16 " " @ 2.49 ea.	59.76	
16 ea. 4x12-24 " " @ 7.53 ea.	120.48	
6 ea. 10"x20"-17'-6" rgh untrtd. @ 33.56 ea. Ⓓ	201.36	
6 ea. 10x20-34' rgh untrtd. Ⓓ @ 65.19 ea.	391.14	
53 ea. 8x8-9' S1S " Ⓓ @ 5.14 ea.	272.42	
6 ea. 5x8-18' " " Ⓓ @ 6.42 ea.	38.52	
4 ea. 14x14-14' S1S " Ⓓ @ 24.46 ea.	97.84	
8 ea. 3/4x46" mach. bolts & nuts @ .48	3.84	
30 ea. 3/4x38" mach. bolts @ .55 ea.	16.50	
24 ea. 3/4x32" " " @ .39 ea.	9.36	
197 ea. 3/4" square nuts @ 3.40 C	6.70	
8 ea. 3/4x22" mach. bolts @ .26 ea.	2.08	
8 ea. 3/4x26" mach. bolts @ .31 ea.	2.48	
30 ea. 5/8x17" mach. bolts @ .17 ea.	5.10	
60 ea. 1/2x6" mach. bolts @ .06 ea.	3.60	
16 ea. 3/4" square nuts @ 3.40 C	.54	
30 ea. 5/8" " " @ 3.10 C	.93	
40 ea. 1/2x8" mach. bolts & nuts @ .08	3.20	
7 lbs. 1/2" punch washers @ .10 lb.	.70	
80 ea. 3/4" cast washers @ .19 ea.	15.20	
30 ea. 5/8" " " @ .19 ea.	5.70	
80 ea. 3/4 ET assemblies @ .39 ea.	31.20	
40 ea. 5/8" ET " @ .37 ea.	14.80	
60 ea. 2" cast washers @ .94 ea.	56.40	
100 lbs. 3/8x10" boat spikes @ .09 lb.	9.00	
25 ea. 3/4x22" mach. bolts @ .26 ea.	6.50	3201.63
Form 4921 - Fuel & Supplies used:		
Loco Crane 0293 - Lotspeich		
10 gal. car oil @ .18 gal.	1.80	
5 gal. eng. oil @ .51 gal.	2.55	
5 gal. head light oil @ .48 gal.	2.40	

These charges included
See page 14 Bill 710321

		9.06		
2' ton coal @ 4.53 ton		2.25		
15 gal. gasoline @ .15 gal.		2.70		
10 lbs. waste @ .27 lb.		1.40		
10 lbs. grease @ .14 ea. lb.		32.00		
200 gal. diesel oil @ .16 gal.		54.16		
Total hrs. worked 419; Hrs. this job 290 or 69.212% of 54.16			37.49	
Pile Driver 0321, J. E. Queirolo		.51		
1 gal. engine oil @ .51 gal.		1.44		
3 gals. headlite oil @ .48 gal.		.74		
2 gals. valve oil @ .37 gal.		63.42		
14 ton RS coal @ 4.53 ton		1.35		
5 lbs. waste @ .27 lb.		1.12		
8 lbs. grease @ .14 lb.		68.58		
Total hrs. worked 409; Hrs. this job 117 or 28.606% of 68.58			19.62	
			126.52	6910.24
5% Handling on 2530.47				

Forms 1253 - Rental of Equipment:

Signal Gang 787, W. L. Hieb 11 outfit cars 330 das. @ 1.016 day	335.28			
Total hrs. worked 1963 Hrs. this job 915 or 46.612% of 335.28 Truck MW 20, 1083 miles @ .05 mile		156.28 54.15	210.43	
Signal Gang 782, M. H. Allen 10 outfit cars 300 das. @ 1.016 day	304.80			
Total hrs. worked 2278 Hrs. this job 141 or 6.1896% of 304.80 Truck 68, 280 miles @ .05 mile		18.87 14.00	32.87	
B&B Gang 711, R. L. Willingham 10 outfit cars 300 das. @ 1.016 day	304.80			
Total hrs. worked 1791 Hrs. this job 1791 or 100% Truck MW 27; 355.8 miles @ .05 mile		304.80 17.79	322.59	
B&B Gang 705, W. P . Heinrich 11 outfit cars 330 das. @ 1.016 day	335.28			
Total hours worked 1616 Hrs. this job 1576 or 97.52% of 335.28 Truck MW 67; 333 miles @ .05 mile		326.97 16.65	343.62	

Loco Crane 0293, Lotspeich				
Crane 0293				
15½ days @ 1.47 day (Depr.)		22.79		
144 hrs. @ .59 hr. (Reprs)		84.96	107.75	
Pile Driver 0321				
6 days @ 2.58 day (Depr.)		15.48		
57½ hrs. @ 1.07 hr. (Reprs)		61.53	77.01	
7 outfit cars				
210 hrs. @ 1.016 day	213.36			
Total hrs. 409; Hrs. this job 117 or 28.606% of 213.36			61.03	
Telegraph Gang 019 - W. P. Johnston				
14 outfit cars				
8 days = 112 days @ 1.016 day		113.79		
Trucks		12.00		
240 miles @ .05 mile				
Nos. T-83, T-68, T-61				
1 motor car				
8 days @ .74 day		5.92	131.71	
Telegraph Gang 015 - O. W. Williams				
15 outfit cars				
30 days = 450 @ 1.016 day	457.20			
2 motor cars				
30 days = 60 days @ .74 day	44.40			
	501.60			
Total Hrs. worked 3110; Hrs. this job 161 or 5.1768%			25.97	
Rental on Work Trains				
Loco 7859 46'5"				
4 days @ 79.409 day	317.64			
Caboose				
4 days @ 1.016 day	4.06	321.70		
Loco 7863 60' 25"				
5 days @ 79.409 day	397.05			
Caboose				
5 days @ 1.016 day	5.08	402.13		
Loco 7866 48' 15"				
4 ⑤ days @ 79.409 day	397.05			
Caboose				
4 ⑤ days @ 1.016 day	5.08	402.13	1125.96	2438.94
Transportation Charges on Materials:				
Miscellaneous materials				
3357 lbs. Seattle to Wyeth, Oregon				
232.9 miles @ .01 NTM			3.91	

Untreated Lumber 156837 lbs. Centralia, Wn. to Wyeth 140.7 miles @ .01 NTM		110.33	
Untreated Piling 160320 lbs. Centralia, Wn. to Wyeth 140.7 miles @ .01 NTM		112.79	
8590 lbs. Centralia, Wn. to The Dalles 175.1 miles @ .01 NTM		7.52	
Treated Piling 10440 lbs. The Dalles to Wyeth 34.4 miles @ .01 NTM		1.80	236.35
Preparation of Bill: Work Order Clerk 11 hrs. @ 1.93494 hr.	21.28		
Comptometer 1 hr. @ 1.61056 hr.	1.61		
Bill Examiner 2 hrs. @ 1.92306 hr.	3.85		
Typist 1 hr. @ 1.72892 hr.	1.73	28.47	
3% Vacation Allowance on 28.47		.85	
6% RRR & UI Tax on 29.32		1.76	
4% Insurance on 29.32		1.17	32.25
Total Bill			$26366.58

14-1016-260	$4,666.84
14-1016-284	665.74
	5,332.58

1/15/53 Carl A Peterson

14-1017-260	$15,495.57
14-1017-284	665.74
14-1017-285	4,872.69
	21,034.00

Clay M. Cornett

Approved 1/15/53

Skelton

Salem, Oregon December 2, 1952

STATE OF OREGON

To Union Pacific Railroad Company, Dr.

Omaha 2, Nebraska

Project Shell Rock Mountain-Gorton Cr.-Warren Creek and Warren Creek-Viento Section

Highway Comm. Agreement No. RR382

Sub-Division No. -

Estimate No. 2

Ry. Company's Agreement No. Audit 76863

Prefix & Acct. No. 14-1016 14-1017

Period Covered May and June 1952

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 590647	25,626.11	25,626.11	-0-
Bill No. 550412	5,089.47	-0-	5,089.47
Bill No. 550414	7,479.60	-0-	7,479.60
Cost Distribution Bills	550412 &	550414	
Bill 550412 14-1016	1,428.27	14-1017	3,661.20
Bill 550414 14-1016	3,057.76	14-1017	4,421.84
	4,486.03		8,083.04
Totals	38,195.18	25,626.11	12,569.07
Retained 10 %	3,819.52	2,562.61	1,256.91
Total Payments	34,375.66	23,063.50	11,312.16

Pay This Estimate $ 11,312.16

Computed by ____________ Checked by _____

Approved Field Engr. ____________

Previous Voucher No. ____________

Approved: ____________

Bridge Office Engineer

5-51-100M

Form 130 A

BILL NO. 550414

MONTH'S ACCOUNT [illegible]

DEPT. NO. 5966

DATE MADE ____________ 19____

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

OK

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

IO PACIFIC RAILROAD COMP Y

For costs incurred constructing line changes in connection with the reconstruction of the Columbia River Highway, Shell Rock Mountain Section, during the month of June 1952. Per Contract Audit 76863 , dated November 21, 1951, and billed under the provisions of General Administration Memo No. 299, dated May 1, 1946. Our Work Order 6809-OW.

4th Progressive Bill:

Labor Charges:

PR 710-1

B&B Gang 711-R. L. Willingham

Surface Br. 51.1 & handrail Br. 51.8

8 hrs. @ 2.1016 hr.		16.81		
8 hrs. @ 1.867 "		14.94		
8 hrs. @ 1.807 "		14.46		
24 hrs. @ 1.759 "		42.22		
1 hr. @ 3.13 "	OT	3.13		
1 hr. @ 2.80 "	OT	2.80		
1 hr. @ 2.71 "	OT	2.71		
3 hrs. @ 2.64 "	OT	7.92	104.99	

Frame braces for handrail Br. 54.3

4 hrs. @ 2.1016 hr.		8.41		
4 hrs. @ 1.867 "		7.47		
4 hrs. @ 1.807 "		7.23		
12 hrs. @ 1.759 "		21.11	44.22	

Tighten bolts, surface Br. 54.3 & 53.9

8 hrs. @ 2.1016 hr.		16.81		
8 hrs. @ 1.867 "		14.94		
8 hrs. @ 1.807 "		14.46		
24 hrs. @ 1.759 "		42.22	88.43	237.64

PR 710-2 B&B Gang 711

Surface Bridge 51.1

8 hrs. @ 2.1016 hr.		16.81		
8 hrs. @ 1.807 "		14.46		
8 hrs. @ 1.819 "		14.55		
16 hrs. @ 1.759 "		28.14	73.96	

Excavate & repair bents #2 & #3 for Temp. Bridge 51.8

24 hrs. @ 2.1016 hr.		50.44		
24 hrs. @ 1.807 "		43.37		
24 hrs. @ 1.819 "		43.66		
48 hrs. @ 1.759 "		84.43		
44 hrs. @ 1.615 "		71.06		
38 hrs. @ 3.13 "	OT	118.94		
20 hrs. @ 2.71 "	OT	54.20		
36 hrs. @ 2.73 "	OT	98.28		
40 hrs. @ 2.64 "	OT	105.60		
21 hrs. @ 2.425 "	OT	50.93	720.91	

B&B Gang 712-C. F. Nearman			
Construct temp. pile Br. 51.8			
16 hrs. @ 2.1016 hr.	33.63		
38 hrs. @ 3.13 " OT	118.94		
56 hrs. @ 1.759 "	98.50		
95 hrs. @ 2.64 " OT	250.80		
64 hrs. @ 1.615 "	103.36		
108 hrs. @ 2.425 " OT	261.90	867.13	1662.00
PR 712 - Signal Dept.			
Signalman L.E. Roundy			
Patroling signal line			
14 hrs. @ 1.963 hr.	27.48		
2 hrs. @ 2.944 " OT	5.89		
30 hrs. @ 1.963 "	58.89	92.26	
General Signal Foreman-W. H. Ferguson			
Construct pole line MP 54.1			
8 hrs. @ 479.68 mo. (21 day)		22.84	
Signal Gang 784-D. R. Seaton			
MP 54.1-Strengthen line & move out section account of highway blasting			
12 hrs. @ 432.47 mo. (21 day)	30.89		
88 hrs. @ 1.963 hr.	172.74		
20 hrs. @ 1.699 "	33.98		
12 hrs. @ 1.675 "	20.10		
12 hrs. @ 1.651 "	19.81	277.52	392.62
PR 701 - 1&2 Engineering Inspector			
L. H. Boyd			
1 mo. @ 445.00 mo.		445.00	
PR Track Sections - Oregon			
Section #10 - Frank Strader			
Roadway Watchman at MP 53.8			
336 hrs. @ 1.495 hr.	502.32		
384 hrs. @ 2.2425 " OT	861.12	1363.44	
Flagging MP 52 account blasting			
2 hrs. @ 1.834 hr.	3.67		
2 hrs. @ 1.495 "	2.99		
4 hrs. @ 1.459 "	5.84	12.50	
Flagging MP 54.3 account of blasting			
6 hrs. @ 1.834 hr.	11.00		
6 hrs. @ 1.495 "	8.97		
12 hrs. @ 1.459 "	17.51	37.48	

Flagging for State highway crew account of moving air compressor along main tracks					
4 hrs. @ 1.834 hr.	7.34				
4 hrs. @ 1.495 "	5.98				
8 hrs. @ 1.459 "	11.67	24.99	1883.41		
PR 27-91 Telegraph Dept.					
Gang 015 - O. W. Williams, Frmn.					
MP 50.34 to 54.5 Relocate line in blast area					
Foreman 1 day @ 435.00 mo. (21 day)	20.71				
Material Clerk 8 hrs. @ 301.27 mo. (21 day)	14.35				
Lead Workman 16 hrs. @ 1.981 hr.	31.70				
Lead Workman 2 hrs. OT @ 2.837 hr.	5.67				
Linemen 56 hrs. @ 1.891 hr.	105.90				
Groundman 64 hrs. @ 1.651	105.66	283.99			
MP 55 to 56 Protect line acct. of blasting					
10 hrs. @ 2.837 hr. OT	28.37				
8 hrs. @ 2.477 " OT	19.82	48.19	332.18	4507.85	
3% Vacation Allowance on 2510.83				75.32	
6% RRR & UI Taxes on 4583.17				274.99	
4% Insurance on 4583.17				183.33	5041.49
Personal Expenses:					
Vo. 201702 - Engene Mathis, Watchman				31.36	
Vo. 201710 - L. H. Boyd, Engineer-Inspector				26.50	
Vo. 201294 - W. H. Ferguson, Gen. Sig. Foreman				7.75	65.61
Material Charges:					
Form 502-1 #1217					
4 ea. N Pierce insl. clevise @ .61 ea.		2.44			
24 ea. N 5/8x18" galv. thru bolts @ .54 ea.		12.96			
1 ea. SH breakarm bracket @ 1.41 ea.		1.41			
14 ea. N breakarm bracket @ 1.88 ea.		26.32			
6 ea. N galv. toe bolts @ .03		.18			
3 ea. N galv. heel bolts @ .04		.12			
23 ea. N porcelain strain insl. @ .25 ea.		5.75			
70 ea. N ½" galv. steel crossarm pins @ .24 ea.		16.80			
23 ea. N thimble eye, angle @ .46		10.58			
48 ea. N 3/16 x 2¼" sq. washers @ .06 ea.		2.88	79.44		

Signed

Form 502-1 #1221				
600 ft. N 5/16" 5350 lbs. Siemans-Martin galv. steel strand @ .05 ft.	30.00			
50 ft. N single condr. UG wire #9 AWG @ .11 ft.	5.50	35.50		
Form 502-1 #1199				
7 ea. N 50' piling untrtd. @ 23.28 ea.	162.96			
1 ea. N cl. 3, 50 ft. trtd. line pole	32.88			
1 ea. N cl. 3, 45 ft. trtd. line pole	24.88			
8 ea. N cl. 3, 35 ft. trtd. line pole @ 17.39 ea.	139.12			
1 ea. SH cl. 3, 30 ft. trtd. line pole	13.50			
22 ea. N 8" Bierce anchors compl. @ 2.90 ea.	63.80			
1 ea. N chance expanding rock anchor	3.14			
46 ea. N galv. 3-bolt guy clamp @ .65 ea.	29.90			
18 ea. N 10-pin, 10 ft. crossarm @ 2.29 ea.	41.22			
6 ea. N galv. iron crossarm braces @ .19 ea.	1.14	512.54		
Material used from Telegraph Mtce. Stock				
480 ea. SH insulators glass std. @ .07 ea.	33.60			
40 ea. SH guy clamps, 3 bolt @ .12 ea.	4.80			
20 ea. SH pins, steel std. @ .16	3.20			
15 ea. SH screws 3/8 x 2½ FD @ .02 ea.	.30			
30 ea. SH braces crossarm 28" @ .08 ea.	2.40			
1200 lbs. SH iron wire #8 BWG @ .06 lb.	72.00			
1000 ft. N iron black pipe 2" @ .23 ft.	230.00			
20250 ft. N wire twist pr. #14 @ .035 ft.	708.75			
20 ea. N sleeves copperweld @ .18 pc.	3.60	1058.65	1686.13	
5% Handling Charges on 1234.93			61.75	1747.88

Bu. 51.8

Rental of Equipment			
Vo. 190950 - M. J. Goss Motor Co.			
Car rental for May 1952	324.20		
Forms 1253			
B&B Gang 711			
10 outfit cars - 300 das. @ 1.016 day = 304.80			
Total hrs. worked 1220			
Hrs. this job 485 or 39.75% of 304.80	121.16		
Truck MW-27 - 54 miles @ .05 mile	2.70		
B&B Gang 712			
9 outfit cars - 270 das. @ 1.016 day = 274.32			
Total hrs. worked 1417			
Hrs. this job 377 or 26.61% of 274.32	73.00		
Truck MW-28 - 80 miles @ .05 mile	4.00		
Signal Gang 784			
13 outfit cars - 390 das. @ 1.016 day = 396.24			
Total hrs. worked 2132			
Hrs. this job 144 or 6.75% of 396.24	26.75		
Telegraph Gang 015			
14 outfit cars - 420 das. @ 1.016 day = 426.72			
Total hrs. worked 3080			
Hrs. this job 172 or 5.58% of 426.72	23.81	575.62	
Transportation Charges on material			
Misc. Material - Signal, Telegraph, etc.			
6577 lbs.-Omaha to Wyeth, Oregon			
1725.7 mi. @ .01 NTM		56.76	
Untreated piling			
15050 lbs.-Centralia to Wyeth			
140.7 mi. @ .01 NTM		10.59	
Untreated poles			
9750 lbs.-Centralia to The Dalles			
175.1 mi. @ .01 NTM		8.54	
Treated poles			
10275 lbs.-The Dalles to Wyeth			
34.4 mi. @ .01 NTM		1.77	653.28
Indirect treating costs on poles			
2646 BM ft. @ 9.00 MBM ft.			23.81

Material Released:				
Form 502-1 #1199				
12 ea. N cl. 3, 30 ft. full trtd. poles @ 18.00 ea.			216.00	
Less 15% Depr. for loss of life			32.40	183.60
Preparation of Bill:				
Work Order Clerk				
20 hrs. @ 1.95511 hr.	39.10			
Comptometer Operator				
½ hr. @ 1.68726 hr.	.84			
Bill Examiner				
3/4 hr. @ 2.01464 hr.	1.51			
Typist				
1 hr. @ 1.72892 hr.	1.73	43.18		
3% Vacation Allowance on 43.18		1.30		
6% RRR & UI Taxes on 44.48		2.67		
4% Insurance on 44.48		1.78		48.93
Omitted Charges prior months:				
February 1952 - Form 4920 - Supplies Pile Driver 0321				
Driving piling Br. 51.1 & 51.8				
2 gals. N engine oils @ .51 gal.	1.02			
4 gals. N head light oils @ .48 gal.	1.92			
3 gals. N valve oils @ .37 gal.	1.11			
25 ton N coal @ 4.53 ton	113.25			
10 lbs. N waste @ .27 lb.	2.70			
12 lbs. N grease @ .14 lb.	1.68	121.68		
Proportion used - Total hrs. 339; Hrs. this job 150 or 44.25%			53.84	
Plus 5% Handling on 53.84			2.69	
April 1952				
PR 704-2 NWD				
Work Train Extra 5402 - April 24				
D. E. Tomlin, Telegrapher				
8 hrs. @ 1.795 hr.	14.36			
2½ hrs. @ 2.69 " OT	6.73	21.09		
3% Vacation Allowance on 14.36		.43		
6% RRR & UI Tax on 21.52		1.29		
4% Insurance on 21.52		.86	23.67	
Voucher 193439 - D. E. Tomlin, Personal Expense			2.00	82.20
Total Bill				7479.60

APPROVED
H. Young
[illegible] Engineer

14-1017-260 $ 132.65
14-1017-284 2,208.82
14-1017-285 2,080.37
14-1016-260 $ 2,022.74
14-1016-284 1,035.02

Okay [illegible]

Carl A. Peterson

5-51-100M

Form 130 A

BILL NO. 556412

MONTH'S ACCOUNT

DEPT. NO. 5964

To UNION PACIFIC RAILROAD COMPANY, Dr.

DATE MADE 19

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR [illegible]

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For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Costs incurred constructing line changes in connection with the relocation of the Columbia River Highway, Shell Rock M Mountain Section, during the month of May 1952. Per Contract Audit 76863, dated November 21, 1951, and billed under the provisions of General Administrative Memorandum No. 299, dated May 1, 1946. Our Work Order 6809-OW.

3rd Progressive Billing
May 1952
PR 710-1 B&B - Oregon
B&B Gang 711 - R.L. Willingham

Place tell tails & shoring on temporary bridges			
16 hrs	@ 2.1016 hr	33.63	
16 "	@ 1.867 "	29.87	
80 "	@ 1.759 "	140.72	
Place tell tails on temporary bridges			
8 hrs OT	@ 3.13 hr	25.04	
8 " "	@ 2.80 "	22.40	
32 " "	@ 2.64 "	84.48	
Place tell tails metal fire deck water barrels on temporary bridges			
20 hrs	@ 2.1016 hr	42.04	
20 "	@ 1.867 "	37.34	
80 "	@ 1.759 "	140.72	
8 "	@ 1.615 "	12.92	
8 " OT	@ 3.13 "	25.04	
32 " "	@ 2.64 "	84.48	
8 " "	@ 2.425 "	19.40	
Place walk & handrail on temporary bridges			
4 hrs	@ 2.1016 hr	8.41	
4 "	@ 1.867 "	7.47	
16 "	@ 1.759 "	28.14	
4 "	@ 1.615 "	6.46	748.56
Place fire deck & bracing bent on temporary bridges			
8 hrs OT	@ 3.13 hr	25.04	
8 " "	@ 2.80 "	22.40	
8 " "	@ 2.71 "	21.68	
24 " "	@ 2.64 "	63.36	
8 " "	@ 2.425 "	19.40	
Place fire deck & handrail on temporary bridges			
8 hrs	@ 2.1016 hr	16.81	
8 "	@ 1.867 "	14.94	
8 "	@ 1.807 "	14.46	
24 "	@ 1.759 "	42.22	
8 "	@ 1.615 "	12.92	
Place fire deck, handrail, walk on temporary bridges			
20 hrs	@ 2.1016 hr	42.03	
20 "	@ 1.867 "	37.34	
20 "	@ 1.807 "	36.14	
60 "	@ 1.759 "	105.54	
20 "	@ 1.615 "	32.30	

Repairs to tell tails at temporary bridges				
4 hrs @ 2.1016 hr	8.40			
4 " @ 1.867 "	7.46			
4 " @ 1.807 "	7.23			
12 " @ 1.759 "	21.11			
4 " @ 1.615 "	6.46	557.24		
PR Track Sections - Section 10 - F. Strader				
Roadway Watchman at MP 53.8				
248 hrs @ 1.495 hr	370.76			
289½ " OT @ 2.245 "	649.93			
Flagging for Gibbon-Reed Contractors MP 54.3				
8 hrs OT @ 2.75 hr	22.00			
12 " " @ 2.245 "	26.94			
16 " " @ 2.19 "	35.04			
Flagman & Watchman at MP 52 & MP 54.3				
23 hrs @ 1.834 hr	42.18			
27 " @ 1.495 "	40.37			
46 " @ 1.459 "	67.11			
17 " OT @ 2.245 "	38.17			
6 " @ 1.471 "	8.83			
Flagging at MP 51.2, run light cable				
2 hrs @ 1.834 hr	3.67			
2 " @ 1.495 "	2.99			
4 " @ 1.459 "	5.84	1 313.83		
PR 712 - Signal Dept. - Oregon - Signalman				
F. B. Pendleton				
Patroling, inspecting, Repair damage on signal wires				
20 hrs @ 1.963 hr	39.26			
3 " OT @ 2.9445 "	8.83			
Signalman - Gang 787				
Protecting Pole Line MP 50 - 55.2				
16 hrs @ 1.963 hr	31.41			
Patroling Signal line				
34 hrs @ 1.963 hr	66.74			
3 " OT @ 2.9445 "	8.83	155.07		
PR 701-1 Supt. - Oregon				
L.H. Boyd - Engr. - Inspector				
13 das @ 445.00 mo. (26 das)	222.50			
T.W. Riser - Inspector				
4 das @ 445.00 mo. (26 das)	68.46	290.96		
PR 701-2				
L.H. Boyd - Engr. Inspector				
13 das @ 445.00 mo. (26 das)	222.50			
T.W. Riser - Inspector				
12 das @ 445.00 mo. (26 das)	205.38	427.88	3 493.54	
3% Vacation Allowance			104.81	
6% RRR & UI Taxes on 3 598.35			215.90	3 814.25
4% Insurance on 3 598.35				143.93

Personal Expenses

Vo. E 200957 - Px	Thomas W. Riser - Inspector	39.05		
Vo. E 200589 -	L.H. Boyd - Engr. - Insp.	38.80		
Vo. E 209687 -	F.B. Pendleton - Signalman	11.45	89.30	4 047.48

Material used:

Form 502-1 #985

Relocating lines for State Highway construction

100 ft N	Strand steel crapo 5/16"	@ .05 ft	5.00		
15 ea N	Transposition BKT. drop pt.	1.02 ea	15.30		
2 roll N	Block friction tape	.59 roll	1.18		
2 " N	Rubber tape (½# per roll)	1.14 #	1.14		
10 ea N N	Shackles dead ending	1.30 ea	13.00		
34 ea N	10' crossarms 10 pin hot dipped	3.05 ea	103.70		
340 ea N	Locust Wood pins	.08 ea	27.20	166.52	
Form 502-1 #980					
963 lbs N	Wire copper line #9	.24 lb	231.12		
30 ea N	Bolts X-arm 5/8" x18"	.22 ea	6.60		
30 ea N	Bushing locust wood	.04 ea	1.20		
160 ea N	Sleeves copper 114-0	.08 ea	12.80		
80 ea N	Square washers 2½"x2¼"	.05 ea	4.00		
25 lbs N	Iron tie wire #9 BWG (16 = lb.)	.01 ea	4.00		
30 lbs N	Copper tie wire annealed	.31 lb	9.30		
10 lbs N	Nail, Com. Galv. #6-D	.12 lb	1.20		
60 ea N	Carriage bolts 3/8"x4"	.03 ea	1.80		
223 lbs N	Line wire copper-weld #9	.30 lb	66.90		
18 ea N	Bolts crossarm 5/8x16"	.29 ea	5.22	344.14	
Form 502-1 #838					
100 ea SH	131# Tie plates (22.18# ea)	3.20 cwt		70.98	
				581.64	
	Plus 5% Handling on 222.22			11.11	592.75

Rental of Equipment:

Vo. 192467 - M. J. Goss Motor Co.

Car rental 308.10

Form 1253 - B&B Gang 711 - Willingham				
11 outfit cars - 341 das @ 1.016 da	346.46			
Total hrs worked - 1344				
Hrs this W.O. - 672 or 50.00% of	346.46	173.23		
Truck MW-27 - 81 miles @ .05 mile		4.05	485.38	1 078.13
Transportation charges:				
2557 lbs Omaha to Wyeth 1725.7 miles @ .01 NTM				22.06
Material Released:				
Form 502-1 #985				
34 ea N Crossarms 10 ft-10 pin @ 3.05 ea		103.70Cr		
Less 15% Depreciation loss of life		15.56		88.14Cr
Compilation of Bill				
Work Order Clerk 12 hrs @ 1.93494 hr.		23.22		
Comptometer Oper. ½ " @ 1.68726 "		.84		
Bill Examiner 3/4 " @ 2.01464 "		1.51		
Typist ½ " @ 1.72892 "		.86	26.43	
3% Vacation Allowance on 26.43			.79	
6% RRR & UI Tax on 27.22			1.63	
4% Insurance on "			1.09	29.94
Total Bill				5 089.47

14-1017-26[illegible] $ [illegible]
[illegible]
[illegible] 385 [illegible]

11-21-[illegible] [illegible]

14-[illegible] $ [illegible]7.57
14-1016-284 [illegible]

11-21-[illegible] Carl A. Peterson

APPROVED

stant Division Engineer

Salem, Oregon November 20, 1952

STATE OF OREGON,

To Union Pacific Railroad Co., Dr.

Omaha 2, Nebraska

Project Shell Rock Mountain: Gorton Creek-Warren Creek & Warren Creek-Viento

Highway Comm. Agreement No. 382

Sub-Division No.

Ry. Company's Agreement No. Audit 76863

Estimate No. 1

Period Covered January February & March 1952

Prefix & Acct. No. 14-1016
14-1017

Item	Total Amount To Date	Previous Amount	Present Amount
Bill No. 590647	25,626.11	-0-	25,626.11
(Cost Distribution 14-1016 $22,228.66)			
(" " 14-1017 3,397.45)			
Totals	25,626.11	-0-	25,626.11
Retained 10 %	2,562.61	-0-	2,562.61
Total Payments	23,063.50	-0-	23,063.50

Pay This Estimate $ 23,063.50

Computed by ____________ Checked by ____

Approved Field Engr. ____________

Previous Voucher No. ____________

Approved:

Bridge Office Engineer

5-51-100M

Form 130 A

BILL NO. 590647

MONTH'S ACCOUNT

DEPT. NO. 6701

DATE MADE 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

[illegible]

#1

[illegible]

APPROVED

Assistant Division Engineer

✓

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebrask

[illegible]

[illegible] covering the charges in connection with the reconstruction of the Columbia River Highway, Shell Rock Mountain Section, during the months of January, February and March 1952. Per contract audit [illegible], dated November 21, 1951, and billed under the provisions of General Administration Memorandum No. 299, dated May 1, [illegible] Our Work Order [illegible]-OW.

Progressive bill:

January 1952				
PR 710-2 Superintendent				
L. H. Boyd, Engr., Inspector				
4 das. @ 445.00 mo. (31 da.)		57.42		
PR 710-1 B&B Gang 707 - G. E. Stitt				
Unloading material & construct bridges				
16 hrs. @ 354.76 mo.		32.25		
16 hrs. @ 1.877 hr		30.03		
40 hrs. @ 1.817 hr.		72.68		
64 hrs. @ 1.769 hr		113.22	305.60	
3% Vacation Allowance on 305.60			9.17	
6% Railroad Retirement Tax on 314.77			18.89	
4% Insurance on 314.77			12.59	
Vouchers:				
E 159225 PX L. H. Boyd, Inspector		4.20		
E 168307 M. J. Goss Motor, Car Rental		30.00	34.20	
Rental of Equipment - Form 1253 - B&B Gang 707				
1½ ton Studebaker truck 371 mi. @ .05 mi.		18.55		
1 outfit tool car 31 days @ 1.016 day		31.50		
		50.05		
Total hrs. worked 1960 - Hrs. this job 136 or 6.938% of 50.05			3.47	383.92
February 1952				
PR 710-1 B&B Gang 711, R. L. Willingham				
Haul material Hood River to Wyeth				
4 hrs. @ 2.2172 hr.	8.87			
4 hrs. @ 1.877 hr.	7.50			
8 hrs. @ 1.817 hr.	14.54			
12 hrs. @ 1.769 hr.	21.23			
8 hrs. @ 1.625 hr.	13.00	65.14		
Hauling material for underpass				
8 hrs. @ 2.2172 hr.	17.74			
8 hrs. @ 1.877 hr.	15.01			
16 hrs. @ 1.817 hr.	29.08			
24 hrs. @ 1.769 hr.	42.45			
16 hrs. @ 1.625 hr.	26.00	130.28		

PR 710-2 B&B Gang 711 Willingham
[illegible] material Br. [illegible]

4 hrs.	@	2.2172	hr.		8.87	
4 hrs.	@	1.877	hr.		7.51	
8 hrs.	@	1.817	hr.		14.53	
16 hrs.	@	1.769	hr.		28.31	
4 hrs.	@	1.625	hr.		6.50	65.72

Unloading piling, stringers, ties Br. 51.1

8 hrs.	@	2.2172	hr.		17.73	
8 hrs.	@	1.877	hr.		15.02	
16 hrs.	@	1.817	hr.		29.07	
32 hrs.	@	1.769	hr.		56.61	
8 hrs.	@	1.625	hr.		13.00	131.43

Driving piling temp. Br. - Br. 51.1

16 hrs.	@	2.2172	hr.		35.48	
16 hrs.	@	1.877	hr.		30.03	
32 hrs.	@	1.817	hr.		58.14	
64 hrs.	@	1.769	hr.		113.22	
16 hrs.	@	1.625	hr.		26.00	
16 hrs.	@	3.145	hr.	O.T.	50.34	
16 hrs.	@	2.815	hr.	O.T.	45.04	
32 hrs.	@	2.725	hr.	O.T.	87.20	
48 hrs.	@	2.655	hr.	O.T.	127.45	
16 hrs.	@	2.44	hr.	O.T.	39.04	611.94

Excavate to cut off piling for stringers

8 hrs.	@	2.2172	hr.		17.73	
8 hrs.	@	1.877	hr.		15.01	
16 hrs.	@	1.817	hr.		29.07	
32 hrs.	@	1.769	hr.		56.61	
8 hrs.	@	1.625	hr.		13.00	131.42

Unload piling, driving piling temp. Br. 51.8

32 hrs.	@	2.2172	hr.		70.95	
32 hrs.	@	1.877	hr.		60.06	
64 hrs.	@	1.817	hr.		116.29	
128 hrs.	@	1.769	hr.		226.43	
32 hrs.	@	1.625	hr.		52.00	525.73

Drive piling temp. Br. 51.8

1 hr.	@	3.145	hr.	O.T.	3.15	
1 hr.	@	2.815	hr.	O.T.	2.82	
2 hrs.	@	2.725	hr.	O.T.	5.45	
4 hrs.	@	2.655	hr.	O.T.	10.62	
1 hr.	@	2.44	hr.	O.T.	2.44	24.48

Dr. Other Gangs - [illegible]

Loco Crane 0293					
Unloading bridge material Br. 51.1					
8 hrs. @ 1.961 hr.		15.69			
8 hrs. @ 1.625 hr.		13.00			
2 hrs. @ 2.94 hr.	O.T.	5.88			
2 hrs. @ 2.44 hr.	O.T.	4.88	39.45		
Servicing machine					
½ hr. @ 2.94 hr.	O.T.	1.47			
½ hr. @ 2.44 hr.	O.T.	1.22	2.69		
Unloading piling MP 52					
8 hrs. @ 1.961 hr.		15.69			
8 hrs. @ 1.625 hr.		13.00			
2½ hrs. @ 2.94 hr.	O.T.	7.35			
2½ hrs. @ 2.44 hr.	O.T.	6.10	42.14		
Inspecting & servicing machine					
½ hr. @ 2.94 hr.	O.T.	1.47			
½ hr. @ 2.44 hr.	O.T.	1.22	2.69		
Pile Driver 0321					
Driving piling Br. 51.1					
48 hrs. @ 1.889 hr.		90.68			
48 hrs. @ 1.625 hr.		78.00			
19 hrs. @ 2.835 hr.	O.T.	53.87			
19 hrs. @ 2.44 hr.	O.T.	46.36			
Banking fires, servicing					
8 hrs. @ 2.835 hr.	O.T.	22.68			
8 hrs. @ 2.44 hr.	O.T.	19.52	311.11		
TE 105 - Work Train Service					
Labor charges for Train & Enginemen					
Straight time		563.90			
Over time		314.52	878.42	2962.64	
3% Vacation Allowance on 2102.55				63.08	
6% RRR & UI Tax on 3025.72				181.54	
4% Insurance on 3025.72				121.03	3328.29
Form 502-1 #347					
B&B Gang 711 - Willingham, Temp. Br. 51.1					
25 ea. N 40 ft. piling untrtd. @ 17.78 ea.			444.50		
Form 4921 - Supplies Loco Crane 0293					
10 gals. car oil @ .18 gal.		1.80			
5 gals. engine oil @ .51 gal.		2.55			
10 gals. hd. lite oil @ .48 "		4.80			
1 ton coal @ 4.53 ton		4.53			

(Cont'd.)

15 gal. gasoline @ .15 gal.	2.25			
3 lbs. waste @ .27 lb.	.81			
2 lbs. grease @ .14 lb.	.28			
150 gal. diesel oil @ .16 gal.	24.00			
	41.02			
Total hrs. worked 434; Hrs. this job 43 or 9.91% of 41.02		4.07		
5% Handling Charges on 4.07		.20	448.77	
Rental of Equipment:				
Forms 1253 - B&B Gang 711				
11 outfit cars 319 das. @ 1.016 day	324.10			
1½ ton Studebaker Truck 388 miles @ .05 mi.	19.40	343.50		
Total hrs. worked 1603; Hrs. this job 857 or 53.46% of 343.50			183.64	
Pile Driver 0321 - Queirolo				
PD 0321 8 days @ 11.14 day			89.12	
5 outfit cars 145 days @ 1.016 day	147.32			
Total hrs. 339; Hrs. this job 150 or 44.25% of 147.32			65.19	
Loco Crane 0293 - Letspeich				
Crane 0293 2 days @ 6.19 day			12.38	
4 outfit cars 116 days @ 1.016 day	117.86			
Total hrs. 434; Hrs. this job 43 or 9.91% of 117.86			11.68	
Locomotive Rental				
Loco. Nos. 5528 1 day @ 79.409 day		79.41		
" " 2203 1 day @ 79.409 day		79.41	158.82	969.60
March 1952				
PR 701-1 L. H. Boyd, Engr., Inspector 10 das. @ 445.00 mo. (21 das.)		211.90		
PR 701-2 L. H. Boyd, Engr., Inspector 11 das. @ 445.00 mo.		233.10		
		445.00		
PR 710-1 B&B Gang 713 - R. L. Willingham				
Driving piling Br. 51.8				
40 hrs. @ 2.1116 hr.	84.47			
40 hrs. @ 1.877 hr.	75.09			
80 hrs. @ 1.817 hr.	145.36			
152 hrs. @ 1.769 hr.	268.89			

cgw

(Cont'd.)

40	hrs. @	1.625	hr.		65.00	
8	hrs. @	3.145	hr.	O.T.	25.17	
8	hrs. @	2.815	hr.	O.T.	22.53	
16	hrs. @	2.725	hr.	O.T.	43.62	
32	hrs. @	2.655	hr.	O.T.	85.00	
8	hrs. @	2.44	hr.	O.T.	19.52	834.65 ✓

Load & unload piling Br. 54.3
March 8, Saturday

8	hrs. @	3.145	hr.	O.T.	25.16	
8	hrs. @	2.815	hr.	O.T.	22.52	
8	hrs. @	2.725	hr.	O.T.	21.80	
8	hrs. @	2.655	hr.	O.T.	21.24	
8	hrs. @	2.44	hr.	O.T.	19.52	110.24 ✓

Excavate Temp. Br. 51.1

8	hrs. @	2.725	hr.	O.T.	21.80	
24	hrs. @	2.655	hr.	O.T.	63.72	85.52 ✓

Construct Temp. Br. 54.3

8	hrs. @	2.1116	hr.		16.89	
8	hrs. @	1.877	hr.		15.01	
16	hrs. @	1.817	hr.		29.07	
32	hrs. @	1.769	hr.		56.61	
8	hrs. @	1.625	hr.		13.00	130.58 ✓

Excavating, cutting piling, place caps Br. 51.8

16	hrs. @	2.1116	hr.		33.79	
16	hrs. @	1.877	hr.		30.03	
32	hrs. @	1.817	hr.		58.13	
64	hrs. @	1.769	hr.		113.21	
16	hrs. @	1.625	hr.		26.00	261.16 ✓

Excavate for Temp. Br. 51.1

16	hrs. @	2.1116	hr.		33.79	
16	hrs. @	1.877	hr.		30.03	
32	hrs. @	1.817	hr.		58.13	
64	hrs. @	1.769	hr.		113.21	
16	hrs. @	1.625	hr.		26.00	
9	hrs. @	3.145	hr.	O.T.	28.29	
9	hrs. @	2.815	hr.	O.T.	25.33	
18	hrs. @	2.725	hr.	O.T.	49.05	
36	hrs. @	2.655	hr.	O.T.	95.58	
9	hrs. @	2.44	hr.	O.T.	21.96	481.38 ✓

B&B Gang 705 - W. P. Heinrich
Moving from Heppner to Wyeth, March 2
Foreman Heinrich

9	hrs. @	3.145	hr.	O.T.	28.30 ✓

[illegible]

Excavate & [illegible] [illegible] capping pile bents

64 hrs. @	2.1116	hr.		135.14	
128 hrs. @	1.817	hr.		232.58	
40 hrs. @	1.829	hr.		67.79	
192 hrs. @	1.769	hr.		339.65	
128 hrs. @	1.625	hr.		208.00	1003.16 ✓

Cut off pile & place caps

8 hrs. @	3.145	hr.	O.T.	25.16	
16 hrs. @	2.725	hr.	O.T.	43.60	
24 hrs. @	2.655	hr.	O.T.	63.72	
8 hrs. @	2.44	hr.	O.T.	19.52	152.00 ✓

Excavate for placing stringers, braces & bulkheads

12 hrs. @	2.1116	hr.		25.34	
24 hrs. @	1.817	hr.		43.61	
12 hrs. @	1.829	hr.		21.95	
36 hrs. @	1.769	hr.		63.68	
32 hrs. @	1.625	hr.		52.00	206.58 ✓

Place stringers

9 hrs. @	3.145	hr.	O.T.	28.30	
18 hrs. @	2.725	hr.	O.T.	49.05	
9 hrs. @	2.745	hr.	O.T.	24.71	
27 hrs. @	2.655	hr.	O.T.	71.69	
10 hrs. @	2.44	hr.	O.T.	24.40	198.15 ✓

Place stringers

4 hrs. @	2.1116	hr.		8.45	
8 hrs. @	1.817	hr.		14.54	
4 hrs. @	1.829	hr.		7.32	
12 hrs. @	1.769	hr.		21.23	51.54 ✓

PR 710-2 B&B Gang 711, Willingham

Space ties bowing stringers in ties, bolting

6 hrs. @	2.1116	hr.		16.89	
8 hrs. @	1.877	hr.		15.01	
16 hrs. @	1.817	hr.		29.07	
40 hrs. @	1.769	hr.		70.76	
8 hrs. @	1.685 1.625	hr.		13.48	145.21 ✓ 144.73

Unload ties, stringers, & guard rail

8 hrs. @	2.1116	hr.		16.89	
8 hrs. @	1.877	hr.		15.01	
16 hrs. @	1.817	hr.		29.07	
40 hrs. @	1.769	hr.		70.76	
8 hrs. @	1.625	hr.		13.00	144.73 ✓

Shoring up between bents #2 and #3, maintain traffic - March 18

5 hrs. @	3.145	hr.	O.T.	15.72	
3 hrs. @	2.815	hr.	O.T.	8.44	
6 hrs. @	2.655	hr.	O.T.	15.93	
3 hrs. @	2.44	hr.	O.T.	7.32	47.41 ✓

Maintain traffic March 19-22-23

13 hrs. @	3.145	hr.	O.T.		40.88 ✓

Haul material for false bent, place helper stringers, framing bents for underpass

48 hrs. @	2.1116	hr.		101.37	
32 hrs. @	1.877	hr.		60.06	
88 hrs. @	1.817	hr.		159.90	
312 hrs. @	1.769	hr.		551.94	
48 hrs. @	1.625	hr.		78.00	
12 hrs. @	3.145	hr.	O.T.	37.74	
3 hrs. @	2.815	hr.	O.T.	8.45	
14 hrs. @	2.725	hr.	O.T.	38.15	
82 hrs. @	2.655	hr.	O.T.	217.71	
12 hrs. @	2.44	hr.	O.T.	29.28	1282.60 ✓

Watchman, maintain traffic

24 hrs. @	2.815	hr.	O.T.	67.56	
24 hrs. @	2.655	hr.	O.T.	63.72	131.28 ✓

Driving piling Br. 53.9 and 54.3

24 hrs. @	2.1116	hr.		50.68	
24 hrs. @	1.877	hr.		45.06	
48 hrs. @	1.769	hr.		84.91	
24 hrs. @	1.625	hr.		39.00	
12 hrs. @	3.145	hr.	O.T.	37.74	
12 hrs. @	2.815	hr.	O.T.	33.78	
24 hrs. @	2.655	hr.	O.T.	63.72	
12 hrs. @	2.44	hr.	O.T.	29.28	384.17 ✓

B&B Gang 705 - W. P. Heinrich

Excavate for passage way & place braces Br. 51.1

8 hrs. @	2.1116	hr.		16.89	
72 hrs. @	1.769	hr.		127.37	
40 hrs. @	1.625	hr.		65.00	209.26 ✓

Boring and bolting up deck

16 hrs. @	2.1116	hr.		33.79	
40 hrs. @	1.817	hr.		72.68	
24 hrs. @	1.829	hr.		43.90	150.37 ✓

Excavate & place temp. bent acct. broken piling

32 hrs. @	2.1116	hr.		67.57	
40 hrs. @	1.817	hr.		72.68	
32 hrs. @	1.829	hr.		58.53	
96 hrs. @	1.769	hr.		169.82	
32 hrs. @	1.625	hr.		52.00	420.60 ✓

[illegible] 2 & 3, place
struts between broken pile

19 hrs.	@	3.145	hr.	O.T.	59.76	
18 hrs.	@	2.725	hr.	O.T.	49.05	
16 hrs.	@	2.745	hr.	O.T.	43.92	
48 hrs.	@	2.655	hr.	O.T.	127.44	
11 hrs.	@	2.44	hr.	O.T.	26.84	307.01 ✓

Placing frame bents #2 & #3

24 hrs.	@	2.1116	hr.	50.68	
24 hrs.	@	1.829	hr.	43.90	
72 hrs.	@	1.769	hr.	127.37	
24 hrs.	@	1.625	hr.	39.00	
16 hrs.	@	1.817	hr.	29.07	290.02 ✓

Frame & place footwalk & handrail
Overtime March 29

8 hrs.	@	3.145	hr.	25.16	
8 hrs.	@	2.725	hr.	21.80	
8 hrs.	@	2.745	hr.	21.96	
24 hrs.	@	2.655	hr.	63.72	132.64 ✓

Bulkhead and leg up bents
Nos. 2 and 3

8 hrs.	@	2.1116	hr.	16.89	
16 hrs.	@	1.817	hr.	29.07	
8 hrs.	@	1.829	hr.	14.63	
24 hrs.	@	1.769	hr.	42.46	
8 hrs.	@	1.625	hr.	13.00	116.05 ✓

PR 713-2 Track Sections NWD
Section #10 - Foreman F. Strader
Roadway Watchman - E. Mathis

24 hrs.	@	1.505	hr.	36.12	
4½ hrs.	@	2.26	hr.	10.17	46.29 ✓

PR 712-2 Signal Department
Protect signal wires during blasting
Signalman, F. B. Pendleton

4 hrs.	@	1.973	hr.	7.89 ✓

PR - Other Gangs - NWD
Loco Crane #0293 - A. J. Lotspreich, Opr.
Load & unloading piling between Wyeth
and Meno

16

	8 hrs.	@	1.961	hr.		15.69	3/7
	8 hrs.	@	1.625	hr.		13.00	
3r	8 hrs.	@	2.94	hr.	O.T.	23.52	3/8
	8 hrs.	@	2.44	hr.	O.T.	19.52	

Inspect and oil machine

	1 hr.	@	2.94	hr.	O.T.	2.94	
√	1 hr.	@	2.44	hr.	O.T.	2.44	77.11 ✓

	Underground pass between Wyeth and Meno							3/17-22, 24-28, 31
	88 hrs.	@	1.961	hr.		172.57		16
F. 134	88 hrs.	@	1.625	hr.		143.00		105.5
	17½ hrs.	@	2.94	hr.	O.T.	51.45		17
211	17½ hrs.	@	2.44	hr.	O.T.	42.70		138.5
	Inspect and oil machine							
12	6 hrs.	@	2.94	hr.	O.T.	17.64		
	6 hrs.	@	2.44	hr.	O.T.	14.64	442.00	
	Putting in bridge for underpass					3/12, 13, 14		17
	24 hrs.	@	1.961	hr.		47.05		
50	24 hrs.	@	1.625	hr.		39.00		10[illegible].96
	1 hr.	@	2.94	hr.	O.T.	2.94		2
	1 hr.	@	2.44	hr.	O.T.	2.44		77.11
	Inspect and oil machine							
2	1 hr.	@	2.94	hr.	O.T.	2.94		
309	1 hr.	@	2.44	hr.	O.T.	2.44	96.81	
	Pile Driver #0321 - Opr. Queirolo							
	Driving piling - Br. 51.08					~~3/1~~ 3/3, 4, 5, 6, 7		
	40 hrs.	@	1.889	hr.		75.56		6 days
	40 hrs.	@	1.625	hr.		65.00		
98	9 hrs.	@	2.835	hr.	O.T.	25.52		3/1 - 8½ hrs
	9 hrs.	@	2.44	hr.	O.T.	21.96		
	Inspect, Repair, and oil machine					3/1-3, 4, 5, 6, 7		49 40.5 34 133
13	6 hrs.	@	2.835	hr.		17.00		
	7 hrs.	@	2.44	hr.		17.08	222.12	
	Driving piling - Br. 54.03					~~3/8~~ 3/10, 11, 12, 13		4 days
	32 hrs.	@	1.889	hr.		60.45		
81	32 hrs.	@	1.625	hr.		52.00		
	8½ hrs.	@	2.835	hr.	O.T.	24.10		3/8
	8½ hrs.	@	2.44	hr.	O.T.	20.74	157.29	
	Driving piling - Br. 54.03					27, 28, 29		
	24 hrs.	@	1.889	hr.		45.34		8½ 3/28
68	24 hrs.	@	1.625	hr.		39.00		
	10 hrs.	@	2.835	hr.	O.T.	28.35		28-29
	10 hrs.	@	2.44	hr.	O.T.	24.40		1½ 3/29
	Oil and inspect driver - Bank Fire					27, 28, 29, 30, 31		
12	6 hrs.	@	2.835	hr.	O.T.	17.01		
272	6 hrs.	@	2.44	hr.	O.T.	14.64	168.74	

49
40½
34
123½

[illegible]
[illegible]

PR [illegible] - Telegraph Dept. Gang 019
Foreman W. P. Johnston
Transferring pole line account of Highway Construction

Foreman 5 days @ 435.00 mo. (31 da.)	70.16			
Lead Lineman 40 hrs. @ 1.991 hr.	79.64			
" " 5 hrs. @ 2.852 hr.	O.T. 14.26			
Lineman 428 hrs. @ 1.901 hr.	813.63			
Grdman. 176 hrs. @ 1.661 hr.	292.34	1270.03		
PR 704				
Telegraphers with Work Train				
T.E.Tomlin 112 hrs. @ 1.805 hr.	202.16			
18 hrs. @ 1.769 hr.	31.84			
80 hrs. 45 min. @ 2.71 hr. O.T.	218.83			
D.C.Merle 8 hrs. @ 1.805 hr.	14.44			
2¼ hrs. @ 2.71 hr. O.T.	6.10			
6 hrs. @ 1.769 hr.	10.61			
Howard A. Fay 40 hrs. @ 1.805 hr.	72.20			
16 hrs. 55 min. @ 2.71 hr. O.T.	45.85	602.03		
TE 205 - Work Train Service				
Labor Charges of Train & Enginemen				
Straight time	1616.37			
Over time	1377.98	2994.35	13875.15	
3% Vacation Allowance on 9792.86			293.79	
6% RRR & UI Taxes on 14168.94			850.14	
4% Insurance on 14168.94			566.76	15585.84

Transferring pole line acct. State Highway construction. Following used from Telegraph Dept. maintenance stock per Form 502-1 #3 from Mr. G. R. Van Eaton.

45 pcs. SH bolts 5/8x14 @ .09 pc.	4.05	
80 pcs. SH crossarm braces @ .11 pc.	8.80	
1000 lbs. SH #8 line wire BWG iron @ .06 lb.	60.00	
25 lbs. N wire cu tie 22" long @ .33 lb.	8.25	
15 lbs. N wire tie iron #8 @ .11 lb.	1.65	
200 pcs. N Splicing sleeves 1-114D @ .18 pc.	36.00	118.75

Safety Meeting 3 hrs. @ 1.901
1 " " 1.661

3/1 54 7016 529

WTP

WT

3/12 classified 164.80
S/B ~~104.58~~ 96.34
3/13 Engr 21.28
Eng. Waidner

3/7 Meeting
12.14
17.22

20.98
48.15
96.29

46.18 Co work

Form 502-1 #449 - B&B Gang 705 - [illegible]
Construction of temporary bridge [illegible]

8 ea. N 4"x12" - 20' rgh. untrtd. @ 6.26 ea.	50.08
16 ea. N 4"x 8" - 20' rgh. untrtd. @ 4.67 ea.	74.72
9 ea. N 4"x 8" - 16' rgh. untrtd. @ 3.53 ea.	31.77
8 ea. N 4x4 - 16' S4S untrtd. @ 1.77 ea.	14.16
8 ea. N 3x4 - 16' S4S untrtd. @ 1.32 ea.	10.56
26 ea. N 2x6 - 16' " " @ 1.50 ea.	39.00
8 ea. N 2x6 - 16' rgh. " @ .98 ea..	7.84
11 ea. N 2x12 - 16' " " 2.49 ea.	27.39
13 ea. N 2x12 - 18' " " @ 2.73 ea.	35.49
16 ea. N 4x12 - 24' " " @ 7.53 ea.	120.48
6 ea. N 10"x20 - 34' " " @ 59.64 ea.	357.84
6 ea. N 10x20 - 17' " " @ 30.70 ea.	184.20
53 ea. N 8x8 - 9 S1S untrtd. @ 5.05 ea.	267.65
6 ea. N 5x8 - 18 rgh. " @ 6.32 ea.	37.92
4 ea. N 14x14 - 14 S1S " @ 24.07 ea.	96.28
30 ea. N mach. bolts 3/4 x 38" @ .55 ea.	16.50
24 ea. N mach. bolts 3/4 x 32 @ .39 ea.	9.36
8 ea. N mach. bolts 3/4 x 22 @ .18 ea.	1.44
8 ea. N mach. bolts 3/4 x 26 @ .27 ea.	2.16
30 ea. N mach. bolts 5/8 x 17 @ .10 ea.	3.00
8 ea. N mach. bolts 3/4 x 46 @ .48 ea.	3.84
40 ea. N mach. bolts 1/2 x 8 @ .08 ea.	3.20
60 ea. N mach. bolts 1/2 x 6 @ .06 ea.	3.60
7 lb. N ½" punched washers @ .10 lb.	.70
60 ea. N 3/4" cash washers @ .18 ea.	10.80

[illegible] ea. S[illegible] 5/8" cast washers @ [illegible] ea.	2.40	
80 ea. N 3/4" ET assemblies @ .39 ea.	31.20	
40 ea. N 5/8" ET assemblies @ .37 ea.	14.80	
60 ea. N 2" cast washers @ 1.47 ea.	88.20	
100 lb. N 3/8 x 10 boat spikes @ .09 lb.	9.00	
20 ea. SH 3/4" cast washers @ .09 ea.	1.80	1557.38
Form 502-1 #426 - B&B Gang 426 - B. L. Willingham Construct temp. underpass MP 51.8		
21 pcs. N 12" WI pipe 36" long @ 2.24 ft.		141.12
Form 502-1 #566 - W. R. Johnston Transfer pole line account construct highway between MP 50 and MP 51		
40 ea. N 10 ft. 10 pin arms @ 3.05 ea.	122.00	
400 ea. N wooded pins 1¼" - 8" .08 ea.	32.00	
6 ea. N bolts 5/8" - 20" DA @ .33 ea.	1.98	
6 ea. N bolts 5/8" - 16" @ .40 ea.	2.40	
10 ea. N transposition bkts. drop point @ 1.02 ea.	10.20	
10 ea. N carriage bolts 3/8"x4" @ .02 ea.	.20	
50 ea. N washers round 1¼" @ .03 ea.	1.50	
50 ea. N sleeves copperweld @ .08 ea.	4.00	
100 ea. N sleeves splicing @ .24 ea.	24.00	
400 lbs. N line wire & copperweld @ .29 lb.	116.00	314.28
Form 502-1 #559 - W. P. Johnston Transfer pole line account construct highway between MP 49.19 & MP 50.9		
10 lbs. N nails common galv. 6D @ .12 lb.	1.20	
80 ea. N carriage bolts 3/8 x 4" @ .03 ea.	2.40	3.60

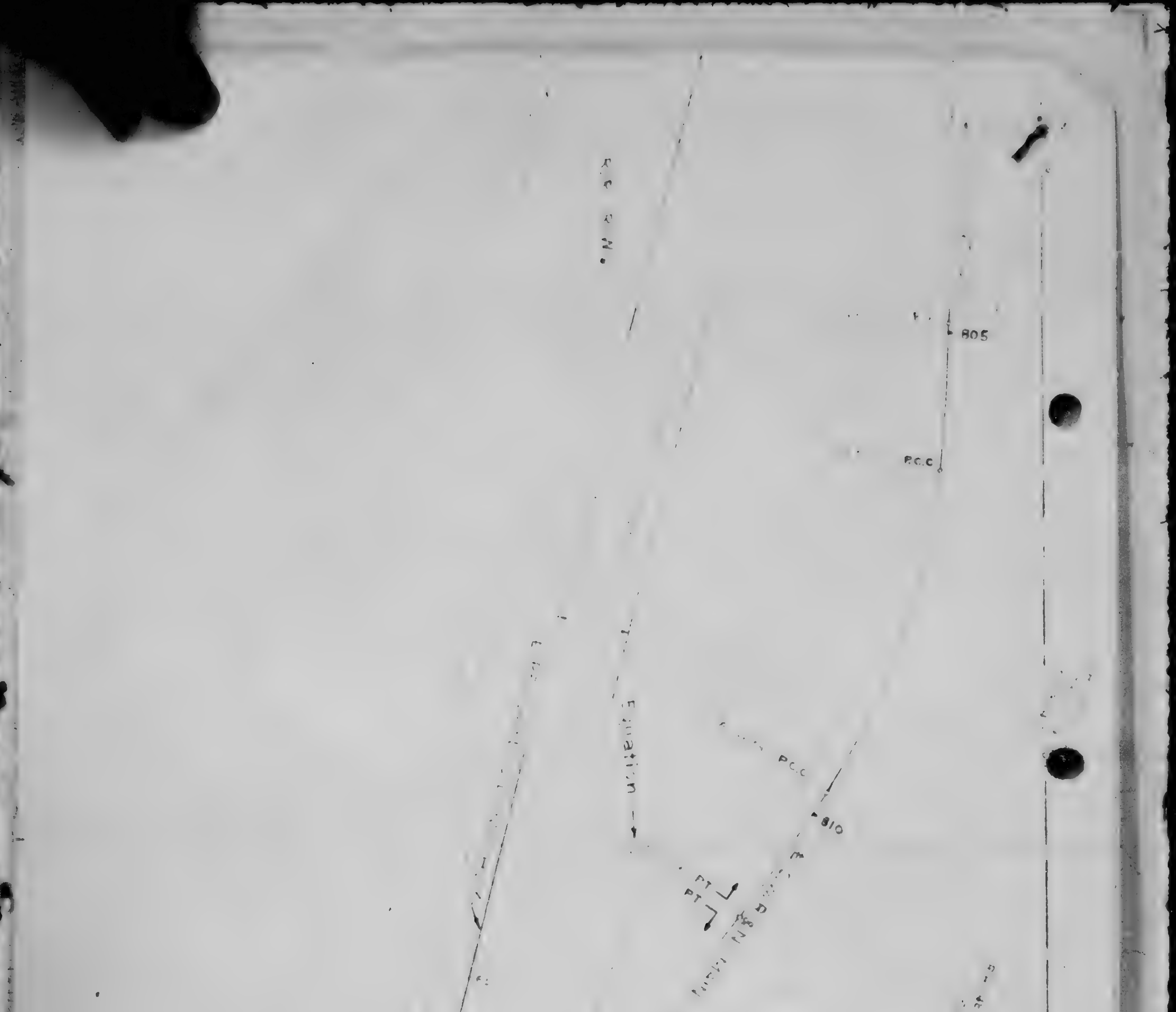
Form 4921 - Fuel & Supplies			
Pile Driver 0327			
5 gal. N car oil @ .18 gal.	.90		
8 gal. N engine oil @ .51 gal.	4.08		
7 gal. N hd light oil @ .18 gal.	1.26		
8 gal. N valve oil @ .37 gal.	2.96		
32 lbs. N grease gear @ .14 lb.	4.48		
30 lbs. N waste CC @ .27 lb.	8.10		
25 gal. N gasoline @ .15 gal.	3.75		
62 ton N coal - mine run @ 4.53 ton	280.86		
200 gal. N diesel oil @ .16 gal.	32.00		
	338.39		
Hrs. worked 272 - Total hrs. worked 462 or 58.87% of 338.39		199.21	
Form 4921 - Fuel & Supplies furnished			
Loco Crane 0293 - Litspeich			
1 gal. N car oil @ .18 gal.	.18		
½ gal. N engine oil @ .51 gal.	.26		
1 ton N coal @ 4.53 ton	4.53		
5 gal. gasoline @ .15 gal.	.75		
1 lb. waste @ .27 lb.	.27		
1 lb. grease @ .14 lb.	.14		
25 gal. diesel oil @ .16 gal.	4.00		
	10.13		
Total hrs. worked 428; Hrs. this job 309 or 72.20% of 10.13		7.31	2341.65
Plus 5% Handling on 1241.38			62.07
Vouchers:			
E 172435 - M. J. Goss Motor Co. Car #5 rental		6.60	
Personal Expenses:			
E 181577 - L. H. Boyd - Engr.-Inspector		24.70	
E 181585 - F. B. Pendleton - Signalman		1.15	
E 180533 - D. E. Tomlin - Telegrapher Clk.		34.00	
E 180531 D. C. Merle - " "		2.00	
E 184173 - Howard A. Fay - " "		15.00	83.45
Rental of Equipment - Form 1253			
B&B Gang 705 - Foreman W. Heinrich			
Truck MW-26 246 miles @ .05 mile		12.30	
11 outfit cars 31 days ea. 341 days @ 1.016 day		346.46	
Total hrs. worked 1698 - Hrs. this job 1658 or 97.64% of 358.76			350.29

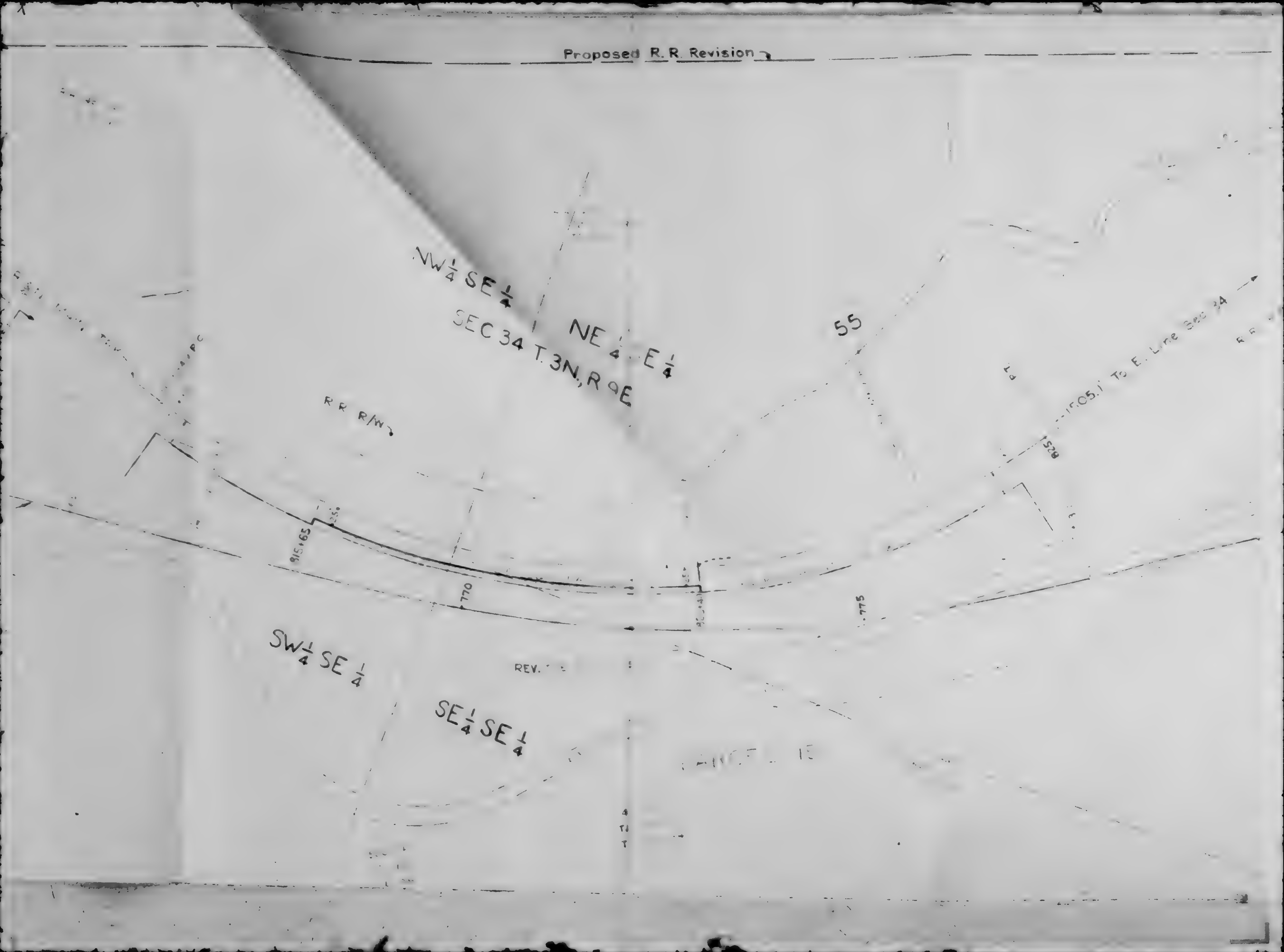
[illegible]			
[illegible] miles @ .05 mile	17.10		
10 outfit cars 31 days ea. - 310 days @ 1.016 day	314.96		
Total hrs. worked 2018 - Hrs. this job 2006 or 99.41% of 332.06		330.10	
Telegraph Dept. Gang 019 - W. P. Johnston			
16 outfit cars 5 days ea. 80 days @ 1.016 day	81.28		
1 motor car 5 days @ .74 day	3.70		
Trucks T68 - T83 - T61 (3) 80 miles @ .05 mile	4.00	88.98	
S/B 123½ hrs. [redacted]			
Pile Driver -321 - Queirolo			
PD 0321 Reprs. 135 hrs. @ 1.07 hr. 144.45 ✓			
Depr. 15 days @ 2.58 day 38.70 ✓		183.15	
6 outfit cars - 186 days @ 1.016 day	188.98		
Total hrs. 462 - Hrs. this job 272 or 58.87% of 188.98 [redacted]		111.25	
Loco Crane 0293 - Lotspeich			
Crane 0293 Reprs. 145 hrs. @ .59 hr.	85.58		
Depr. 16 days @ 1.47 day	23.52	109.10	
4 outfit cars - 124 days @ 1.016 day	125.98		
Total hrs. 428 - Hrs. this job 309 or 72.20% of 125.98		90.96	
Locomotive Rental			
No. 2703 2 days @ 79.409 day S/[illegible]	158.81		
No. 5400 3 days @ " " S/B 36[illegible]	238.23		
No. 5406 6 days @ " " 76[illegible]	476.45		
No. 7016 1 day @ " " 13[illegible]	79.41		
No. 7859 6 days @ " " 80 15	476.45	1429.35	5180.35
Transportation Charges of Materials:			
Untreated lumber and piling			
90,003 lbs. - Centralia, Wn. to Wyeth Oregon 140 mi. @ .01 NTM		63.00	
Telegraph Material			
1,933 lbs. Omaha to Wyeth, Oregon 1725.7 mi. @ .01 NTM		16.68	
Miscellaneous Materials			
3,361 lbs. Portland, Oregon to Wyeth 49.6 mi. @ .01 NTM		.83	80.51

Preparation of Bill.

Work Order Clerk	37 hrs.	@ 1.93494 hr.	71.59		
Comptometer Operator	1 hr.	@ 1.66708 "	1.67		
Bill Examiner	4 3/4 hrs.	@ 1.99446 "	9.47		
Typist	2 hrs.	@ 1.70875 "	3.42	86.15	
3% Vacation Allowanee on 86.15				2.58	
6% RRR & UI Tax on 88.73				5.32	
4% Insurance on 88.73				3.55	97.60
				Total Bill	**25626.11**

JH


R.R. R/W
805
P.C.C
Equation
P.C.C
810
PT
PT
P.C
815+65
25'
SW¼ SE¼
R.R. R/W
500' SP.
770
SE¼ SE¼
REV.
NW¼ SE¼
SEC 34, T.3
Pr


Proposed R. R. Revision
NW¼ SE ¼
NE ¼ SE ¼
SEC 34 T. 3N, R 9E
R R R/W
55
1505.1 To E. Line Sec 34
R R
P.T.
825
915+65
25
770
775
SW¼ SE ¼
SE¼ SE ¼
REV.

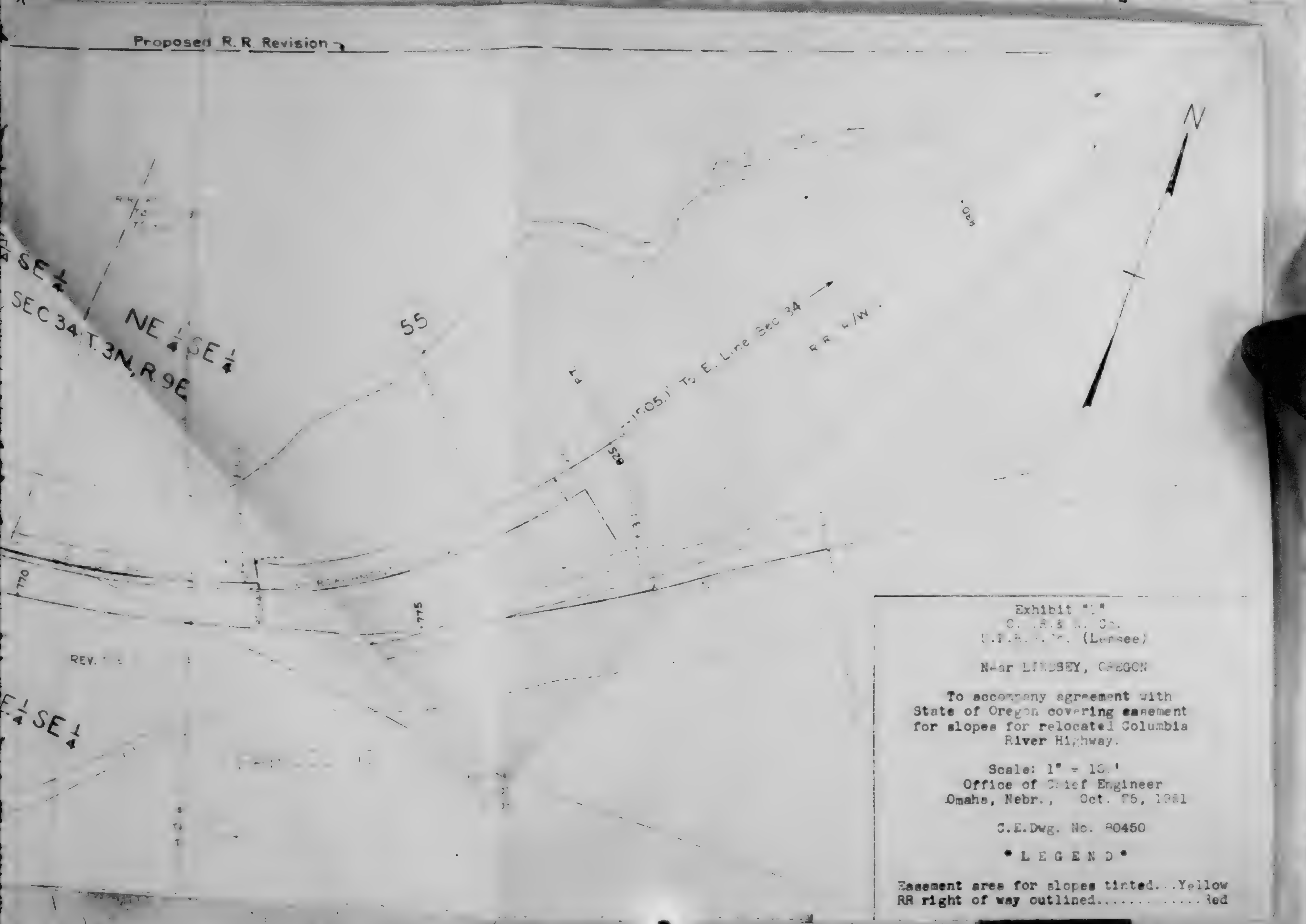

Proposed R.R. Revision
SE¼
SEC 34 T.3N, R.9E
NE¼ SE¼
55
PT.
825
105.1' To E. Line Sec 34
R.R. R/W.
820
770
775
REV.
E¼ SE¼
N

Exhibit "1"
O.W.R.R.& N. Co.
U.P.R.R. Co. (Lessee)

Near LINDSEY, OREGON

To accompany agreement with
State of Oregon covering easement
for slopes for relocated Columbia
River Highway.

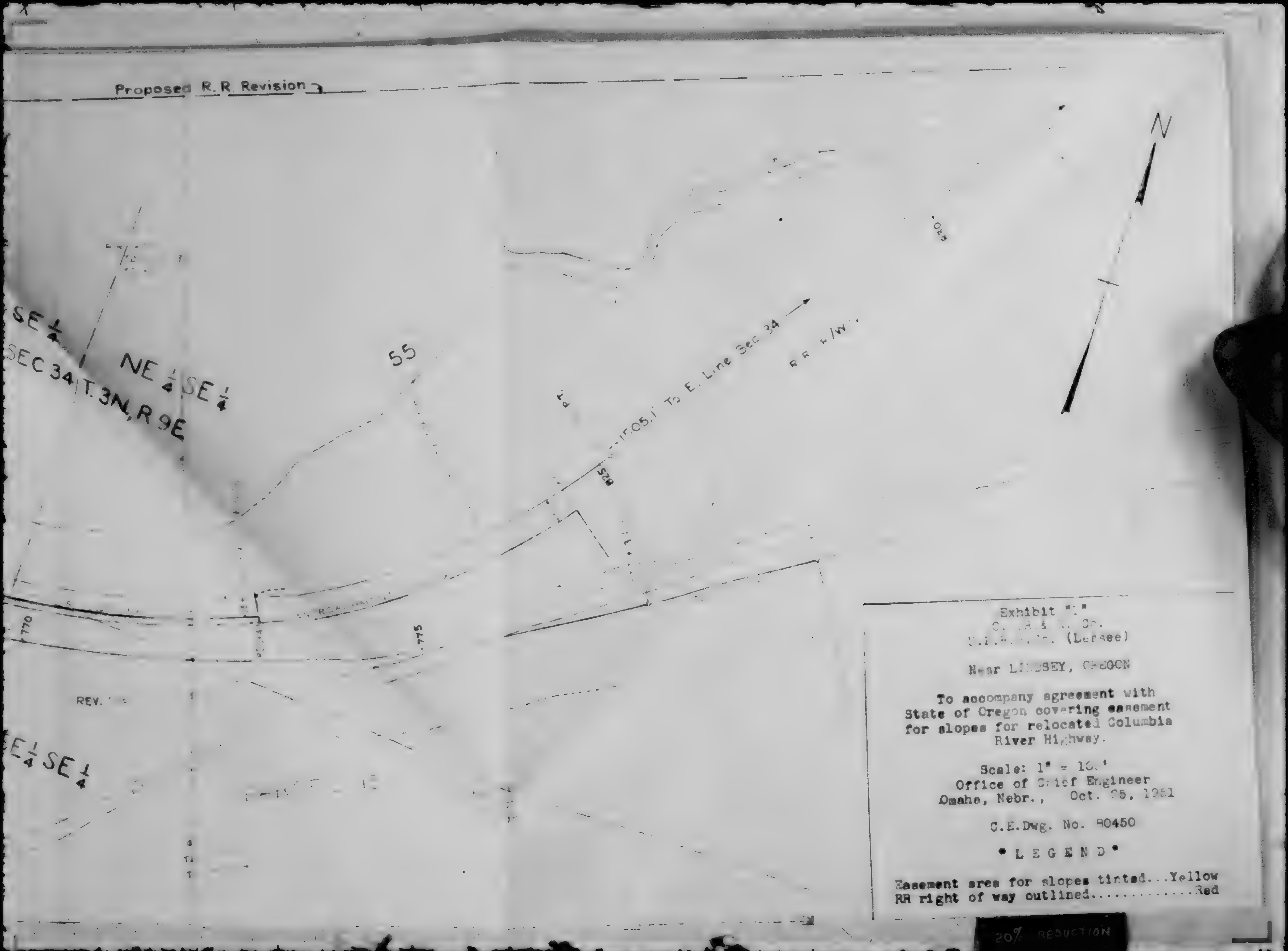
Scale: 1" = 100'
Office of Chief Engineer
Omaha, Nebr., Oct. 25, 1951

C.E.Dwg. No. 80450

• L E G E N D •

Easement area for slopes tinted...Yellow
RR right of way outlined..............Red

20% REDUCTION


Proposed R. R. Revision
SE 1/4
SEC 34 T. 3N, R 9E
NE 1/4 SE 1/4
E 1/4 SE 1/4
REV.
55
770
775
825
820
P.T.
1505.1 To E. Line Sec 34
R R R/W.
N
20% REDUCTION

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RR right of way outlined..............Red

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3-5	Plan & Profile

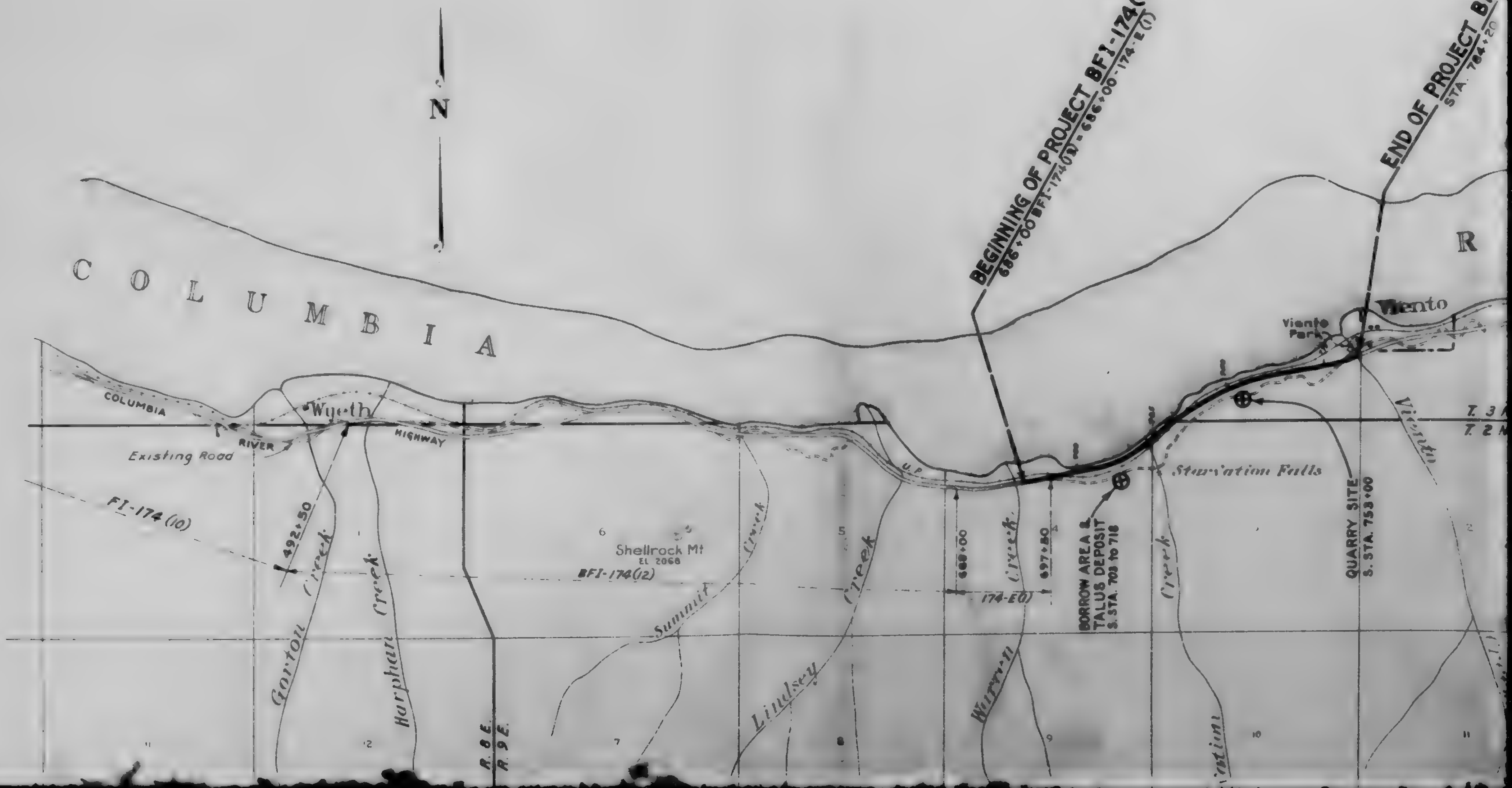
DRG. NO.	
2051	Miscellaneous Structures
9796	Reinf. Conc. Culvert Details
9656	" " " "
7557	Haul Road Bridge on Hwy
10028	Haul Road Bridge on Railroad

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◆

WARREN CREEK - VIENTO SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

OCT. 1951


N
COLUMBIA
R
COLUMBIA
RIVER
HIGHWAY
Wyeth
Existing Road
FI-174 (10)
492+50
Gorton Creek
Harphan Creek
R. 8 E.
R. 9 E.
Shellrock Mt
EL 2068
BFI-174 (12)
Summit Creek
Lindsey Creek
U.P.
668+00
697+50
174-E (1)
Warren Creek
BEGINNING OF PROJECT BFI-174 (13)
686+00 BFI-174 (12) = 686+00 174-E (1)
BORROW AREA & TALUS DEPOSIT S. STA. 703 to 718
Starvation Falls
Creek
Starvation
QUARRY SITE S. STA. 753+00
Viento Park
Viento
END OF PROJECT BFI-17
STA. 764+20
T. 3 N
T. 2 N
Viento
1
2
4
5
6
7
8
9
10
11

CONVENTIONAL SIGNS

—·—·—	State Line
—··—	County Line
-·-·-	City or Town Limits
———	Township Line
———	Section Line
— — —	Donation Land Claim Line
• - • -	Fence Line
········	Guard Rail
|	Unfenced Property or

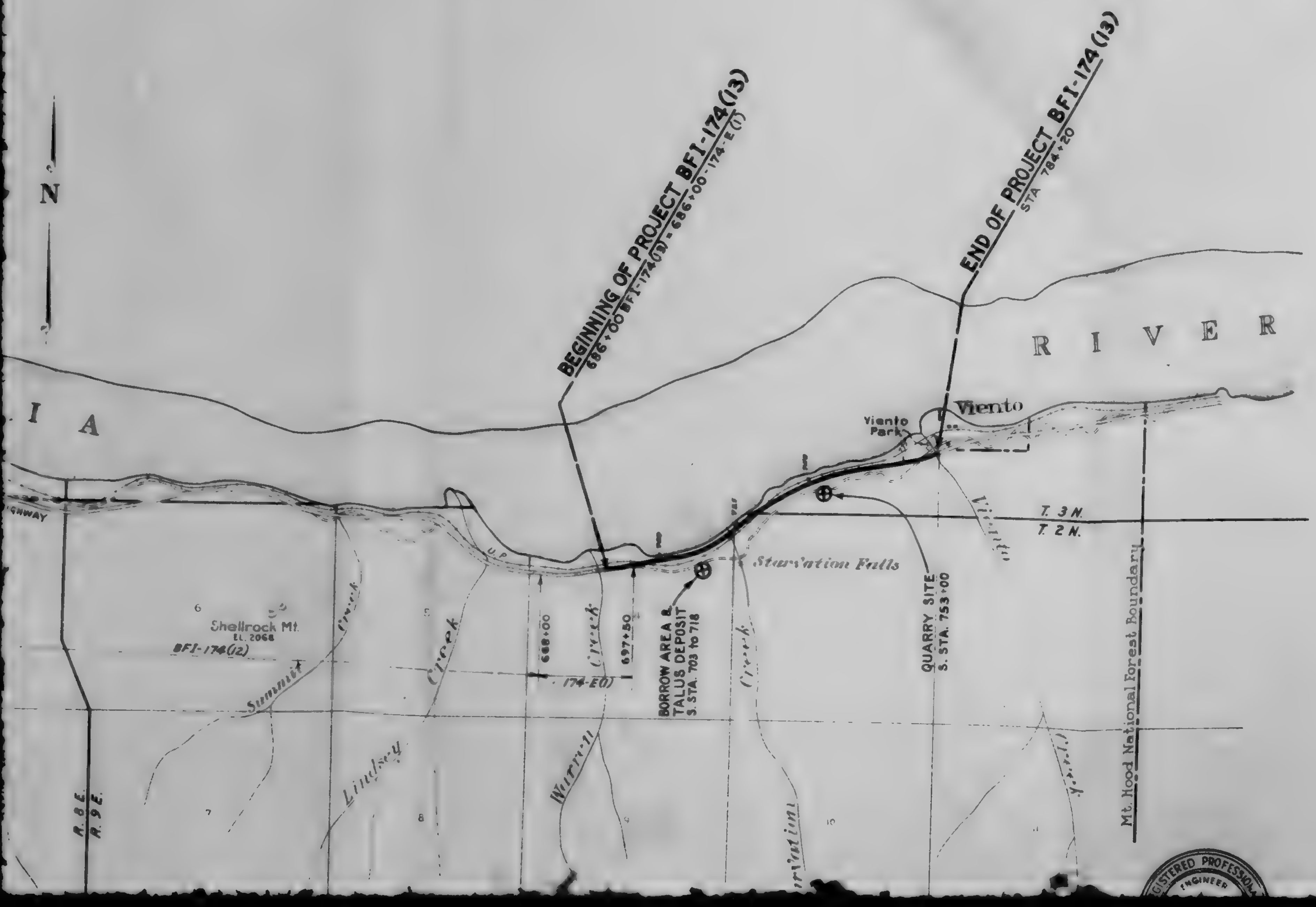
STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◆

WARREN CREEK - VIENTO SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

OCT. 1951

WARREN CREEK-VIENTO SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No
				1
FED ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-174(13)		See Index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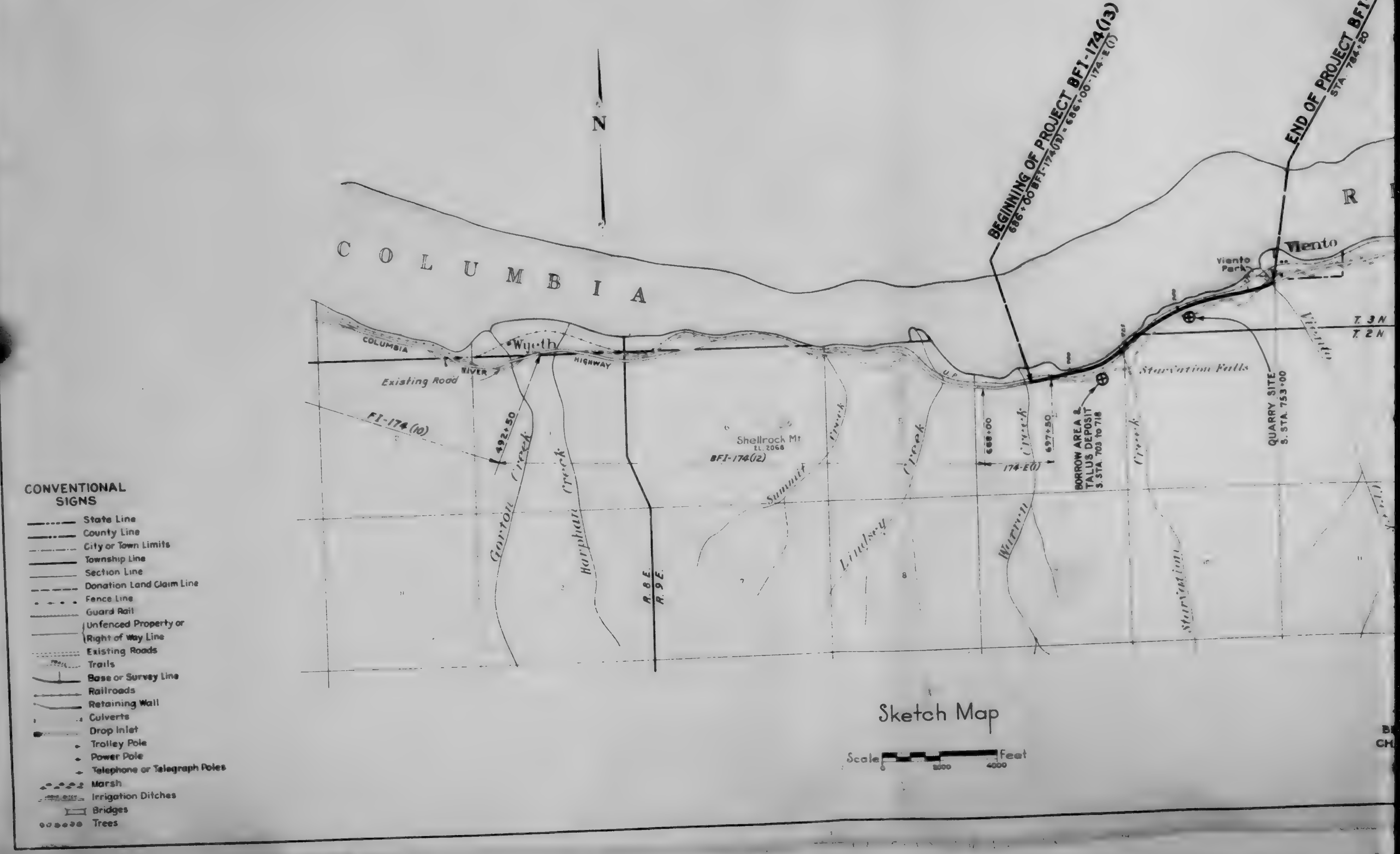
BEGINNING OF PROJECT BFI-174(13)
686+00 BFI-174(13) = 686+00-174-E(1)
END OF PROJECT BFI-174(13)
STA 784+20
I A
R I V E R
Viento
Viento Park
HIGHWAY
U.P.
T. 3 N.
T. 2 N.
R. 8 E.
R. 9 E.
Shellrock Mt.
EL. 2068
BFI-174(12)
Summit
Creek
Lindsey
Creek
Warren
Creek
688+00
697+50
174-E(1)
BORROW AREA &
TALUS DEPOSIT
S. STA. 703 to 718
Starvation Falls
Starvation
Creek
QUARRY SITE
S. STA. 753+00
Viento
Mt. Hood National Forest Boundary
6
5
7
8
9
10
11

STATE HIGHWAY ENGINEER

9656 " " "
7557 Haul Road Bridge on Hwy.
10028 Haul Road Bridge on Railroad

WARREN CREEK - VIENTO SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY
OCT. 1951


N
COLUMBIA
R
BEGINNING OF PROJECT BFI-174(13)
686+00 BFI-174(13) = 686+00 174-E(1)
END OF PROJECT BFI-174(13)
STA. 784+20
Viento
Viento Park
T. 3 N
T. 2 N
Wyeth
COLUMBIA RIVER HIGHWAY
Existing Road
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R. 8 E.
R. 9 E.
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BFI-174 (12)
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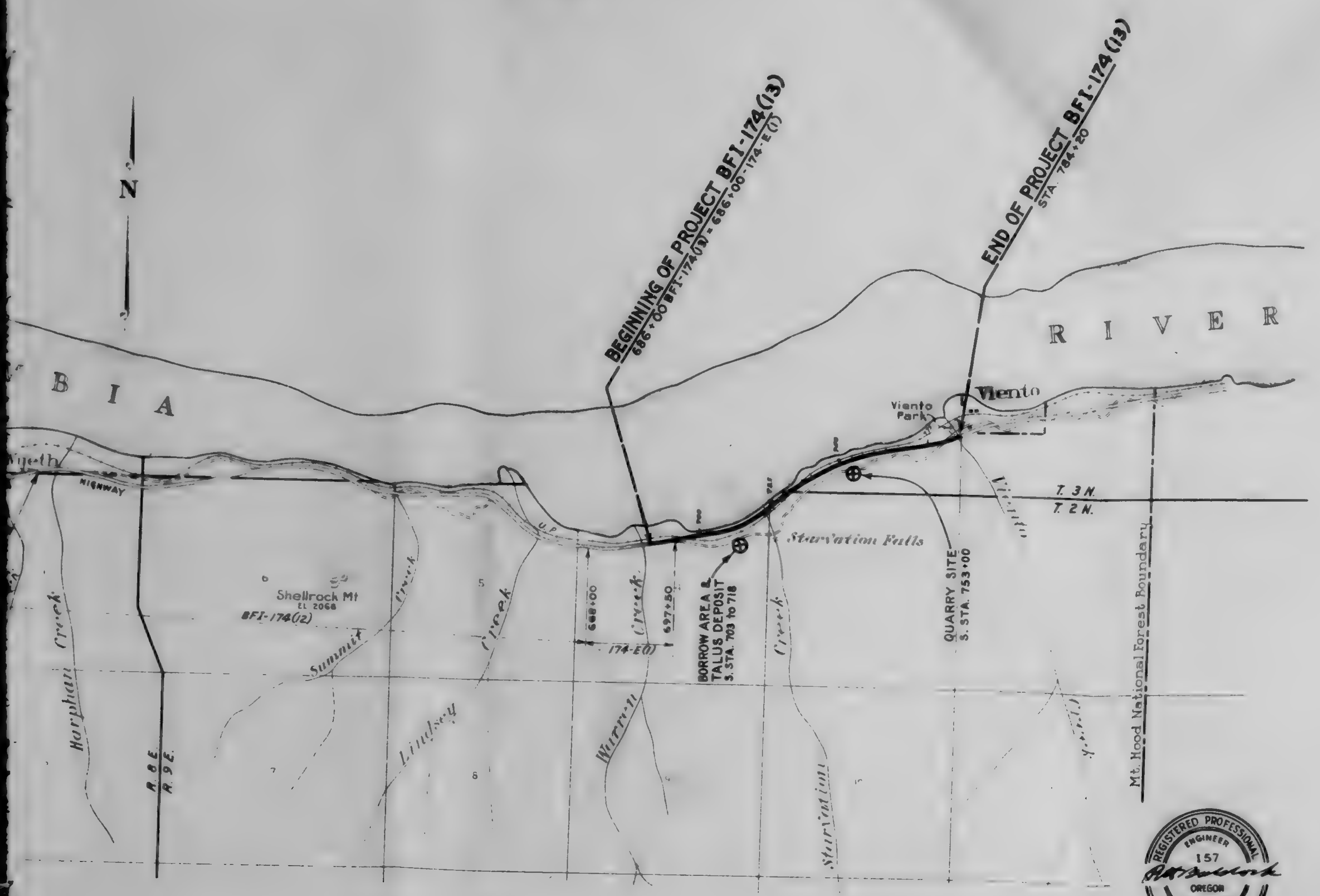
Warren Creek
BORROW AREA & TALUS DEPOSIT
S. STA. 703 to 718
Starvation Falls
Starvation Creek
QUARRY SITE
S. STA. 753+00
Viento
CONVENTIONAL SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
Irrigation Ditches
Bridges
Trees
Sketch Map
Scale 0 2000 4000 Feet
BR
CH

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

OCT. 1951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C O L U M B I A
R I V E R
BEGINNING OF PROJECT BFI-174(13)
686+00 BFI-174(13) = 686+00-174-E(1)
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Viento Park
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T. 2 N.
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BORROW AREA & TALUS DEPOSIT
S. STA. 703 to 718
688+00
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174-E(1)
Shellrock Mt
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BFI-174(2)
Harphan Creek
Summit Creek
Lindsey Creek
Warren Creek
Starvation Creek
Viento
R. 8 E.
R. 9 E.
Mt. Hood National Forest Boundary

Sketch Map

Scale 0 2000 4000 Feet

R H Baldock
STATE HIGHWAY ENGINEER

157
NOV 8 1919
R. H. BALDOCK

STATE HIGHWAY COMMISSION

BEN R CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. MC IVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL.

DISTRICT ENGINEER ________ DATE ________

APPROVED:

DIVISION ENGINEER ________ DATE ________

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary & Typical Sections
3-7	Plan & Profile

Dwg. No's.	
9795 9656	Culvert Details
7557 10028	Highway Overcrossing Structure Railroad " " } For Haul Roads
10025 10026 10027	Rein. Conc. Bridge Details
2051	Misc. Structures
2050	Misc. Structures for Urban Areas
2050 A	Standard Precast Manholes

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

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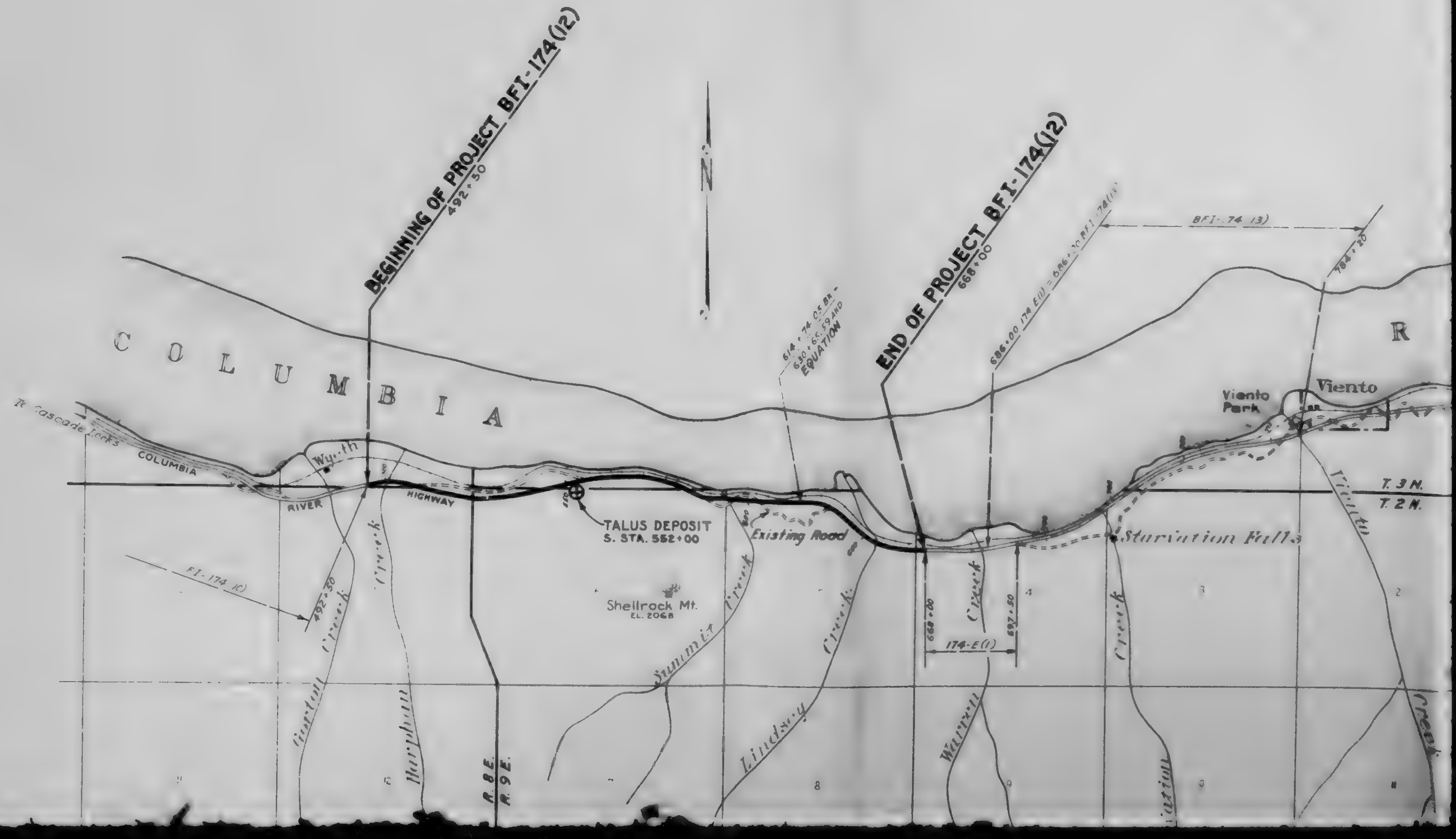
GORTON CREEK - WARREN CREEK SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

OCT. 1951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COLUMBIA
RIVER
HIGHWAY
Wyeth
Viento Park
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T. 3 N.
T. 2 N.
TALUS DEPOSIT
S. STA. 552+00
Existing Road
Starvation Falls
FI-174(10)
492+50
Gorton Creek
Harphan Creek
R. 8 E.
R. 9 E.
Shellrock Mt.
EL. 2068
Summit Creek
Lindsey Creek
Warren Creek
668+00
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174-E(1)
Starvation Creek
Viento Creek

CONVENTIONAL SIGNS

—·—·—	State Line
—··—··—	County Line
— - — -	City or Town Limits
———	Township Line
———	Section Line
— — —	Donation Land Claim Line
-·-·-	Fence Line
·······	Guard Rail
— —	Unfenced Property or Right of Way

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

◆

GORTON CREEK - WARREN CREEK SECTION
COLUMBIA RIVER HIGHWAY
HOOD RIVER COUNTY

OCT. 1951

GORTON CR.- WARREN CR. SECTION COLUMBIA RIVER HIGHWAY HOOD RIVER COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	BFI-174(12)		See Index

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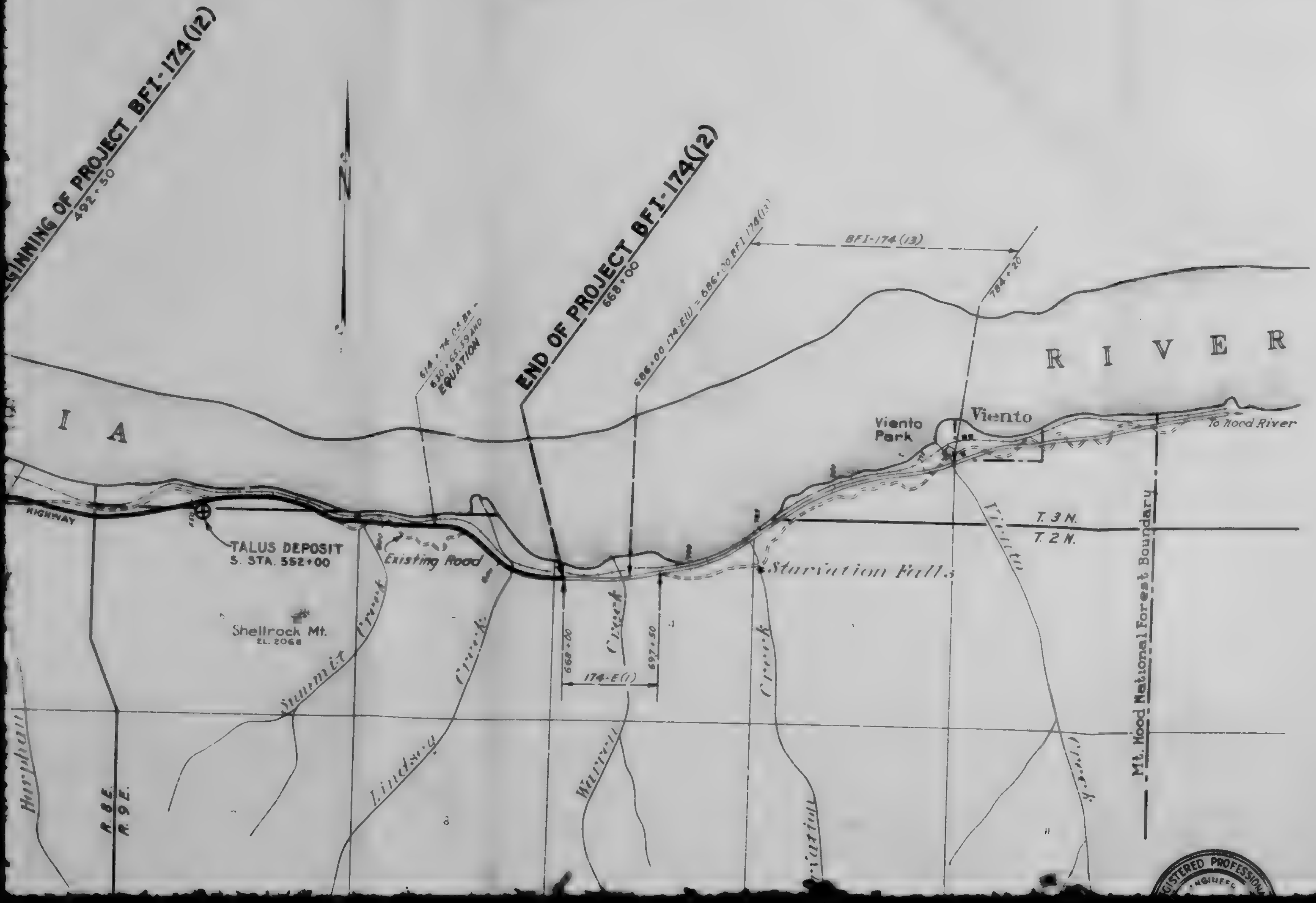
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Lindsey Creek
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Warren Creek
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174-E(1)
Starvation Falls
Creek
Viento
T.3N.
T.2N.
Mt. Hood National Forest Boundary
Harphan
R.8E.
R.9E.

STATE HIGHWAY ENGINEER

7557	Highway Overcrossing Structure } For Haul Roads
10028	Railroad " " } For Haul Roads
10025 10026 10027	Rein Conc. Bridge Details
2051	Misc. Structures
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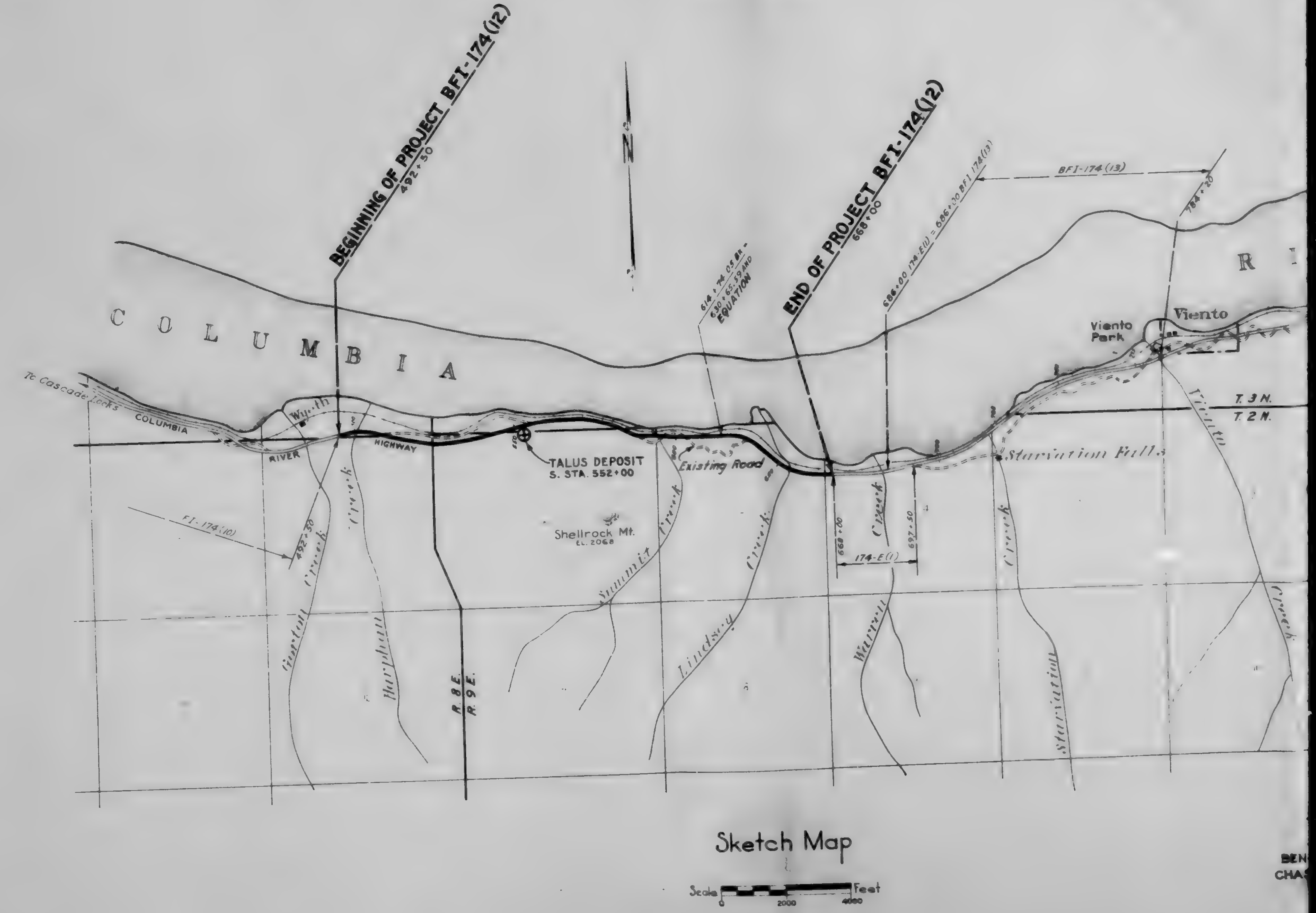
GORTON CREEK - WARREN CREEK SECTION

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

OCT. 1951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174-E(1)
697+50
Warren Creek
Starvation Creek
Starvation Falls
Viento Park
Viento
Viento Creek
T. 3 N.
T. 2 N.
Scale
0
2000
4000
Feet

Sketch Map

CONVENTIONAL SIGNS

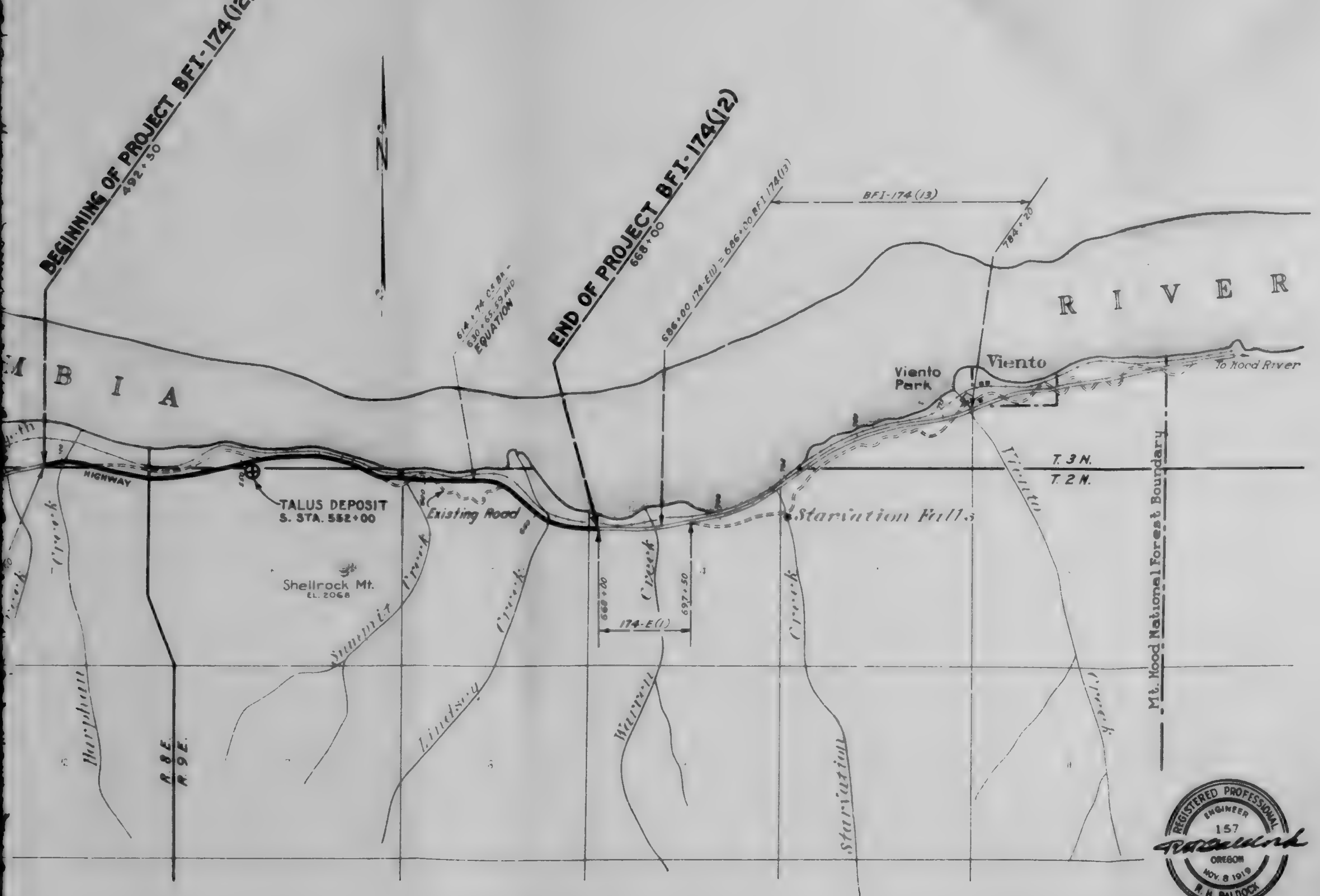
- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees

GORTON CREEK - WARREN CREEK SECTION

COLUMBIA RIVER HIGHWAY

HOOD RIVER COUNTY

OCT. 1951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Viento Creek
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R. 9 E.
668+00
697+50
174-E(1)
Mt. Hood National Forest Boundary

Sketch Map

Scale 0 2000 4000 Feet

R.H.Baldock
STATE HIGHWAY ENGINEER

R. H. BALDOCK
157
NOV. 8 1919

STATE HIGHWAY COMMISSION

BEN R. CHANDLER	Chairman
CHAS. H. REYNOLDS	Commissioner
M. K. MC IVER	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL:

DISTRICT ENGINEER DATE

APPROVED:

DIVISION ENGINEER DATE

RAILROAD COMPANIES
FILE No. 382

THIS AGREEMENT made this 21st day of November 1951, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), party of the second part,

WITNESSETH:

RECITALS:

1. (The State asserts that at and near Shell Rock Mountain between Wyeth and Viento in Hood River County, Columbia River Highway (hereinafter called "highway"), as now located and constructed, encounters conditions which impede modern highway traffic. The State considers relocation and reconstruction of said highway in said area to be necessary in the interest of public safety and convenience.

2. Therefore, the State desires to occupy and use for the purposes of said highway certain of the Railroads' present right of way and property between the points hereinafter identified, and the State has offered to relocate and reconstruct the Railroads' present tracks and facilities in said area and to furnish all property necessary therefor.) The parties make this agreement to provide for accomplishment of said project and matters incidental thereto.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. MAP. Oregon State Highway Department map and cross-section diagram of Gorton Creek (Wyeth)-Viento Section, Columbia River Highway, being Drawing No. 5B-14-21 dated February 1950, last revised August 17, 1951, identified by the signatures of the Assistant State Highway Engineer and the District Engineer of the Railroads, is hereby referred to and made a part of this agreement and is hereinafter called "location map".

Section 2. EXCHANGE OF LANDS.

(a) The State, after having first acquired at its own expense fee simple title to all that part thereof not now owned by the State, will convey to Oregon-Washington Railroad & Navigation Company in exchange for conveyance to the State as hereinafter provided, unencumbered fee simple title to all of the land represented by green color on the location map, which land is situated in Sections 3, 4, 5 and 6, Township 2 North, Range 9, and in Sections 31 and 34, Township 3 North, Range 9, all East of Willamette Meridian, in Hood River County, Oregon; together with the new railroad facilities to be constructed on said land and on adjoining and adjacent land of Oregon-Washington Railroad & Navigation Company as hereinafter provided. Said conveyance shall be made by good and sufficient deed in form and substance satisfactory to the Railroads. The State at its own expense shall prepare descriptions of said property satisfactory to the Railroads and shall make or obtain any surveys necessary for preparation of said descriptions. The State at its own expense will also furnish and deliver to the Railroads a title insurance certificate issued by a reliable title insurance company authorized to do business in Oregon and in form and substance satisfactory to the Railroads, insuring in Oregon-Washington Railroad & Navigation Company unencumbered fee simple title to all of the property to be conveyed as aforesaid.

(b) The Railroads or one of them, in exchange for the property to be conveyed by the State as hereinbefore in this section provided, will:

First. Convey to the State a perpetual easement for highway purposes upon the lands represented on the location map by blue color, which lands are situated in Section 36, Township 3 North, Range 8; Section 31, Township 3 North, Range 9; Section 1, Township 2 North, Range 8; Sections 3, 4, 5 and 6, Township 2 North, Range 9, and Section 34, Township 3 North, Range 9, all East of Willamette Meridian, in Hood River County, Oregon; and

Second. Convey to the State, subject to the aforesaid easement and any other encumbrances thereon, without warranty or covenant, the right, title and interest of Oregon-Washington Railroad & Navigation Company in and to the lands referred to in paragraph First of this paragraph (b), which lands are represented on the location map by blue color; provided, however, the Railroads or either of them shall not be obligated to make the conveyance mentioned in this paragraph Second unless and until the State establishes to the satisfaction of the Railroads that Oregon-Washington Railroad & Navigation Company is vested with title of the kind described in paragraph (a) of this section, in and to all of the real property to be conveyed by the State to said Oregon-Washington Railroad & Navigation Company as provided in said paragraph (a); nor until the State makes, executes and delivers to the Railroads such other and further assurances of title (in addition to the conveyance mentioned in paragraph (a) of this section) as the Railroads may require. At the time of executing and delivering the conveyance contemplated by this paragraph Second, the Railroads will request the mortgage trustee to release the property thereby conveyed from the lien of the Refunding Mortgage of Oregon-Washington Railroad & Navigation Company. If title insurance or other evidence of title or interest in said property is required by the State, it shall be obtained by the State at its own expense.

(c) The conveyances mentioned in paragraphs First and Second of paragraph (b) of this section shall not include railroad facilities or other facilities of the grantors or either of them or property of any third parties (including, but not limited to, public utilities), located upon the lands to be conveyed; and said conveyances shall reserve the right for the grantor and any other owners of such facilities and property to remove the same. Said conveyances shall be subject to any outstanding rights of third parties, including rights granted to the United States by instrument dated July 27, 1937, recorded April 7, 1938, in Volume 26, page 570, deed records of Hood River County. Said conveyances shall also be subject to the terms and provisions of this agreement.

(d) The State, without expense to the Railroads, will make satisfactory adjustments with and obtain releases from any and all tenants and lawful occupants and users of any railroad property, affected by acquisition by the State of easement upon or title to the lands mentioned in paragraph (b) of this section.

(e) The conveyances from the State to the Railroads and the conveyance of easement by the Railroads to the State as provided in this section, shall be delivered by the grantors to the grantees thereof simultaneously. Said delivery shall be made within a reasonable time and in any event within six (6) months after completion by the State and acceptance by the Railroads of the relocated railroad line and facilities to be constructed as herein elsewhere provided.

Section 3. SLOPE EASEMENT GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State an easement to construct and maintain the slope of said highway upon, along and within the following described property of the Railroads in the County of Hood River, State of Oregon:

A strip of land 5 feet wide situated in the SE¼ of Section [illegible], Township 3 North, Range 9 East of the Willamette Meridian in Hood River County, Oregon, being all that part of the right of way of the Oregon-Washington Railroad & Navigation Company, leased to the Union Pacific Railroad

Company, that lies between lines that are parallel with and 25 feet and 30 feet, respectively, distant southerly, measured radially, from the center line of the main track of said Railroad Company, as now constructed and operated, said strip extending westerly from a line drawn radially to said center line of main track at Railroad Survey Station 820 plus 40 which is a point thereon that is 1505.1 feet distant southwesterly from the east line of said Section 34, measured along said center line of main track, to a line drawn radially to said center line of main track at Railroad Survey Station 815 plus 65.

The above-described property is represented on the location map by red color and is further identified and shown in yellow color on Drawing No. 80450, hereto attached, marked "Exhibit A" and by this reference made a part of this agreement.

(b) The property described in this Section 3 shall be used by the State only for the purposes herein stated and not for any other purpose. The easement granted in this section is subject and subordinate to all outstanding superior rights, whether public or private, and any extensions and renewals thereof. The Railroads reserve the right to use the property referred to in this section for any and all purposes not inconsistent with the easement hereby granted. The State will assume, bear and pay all taxes and assessments levied upon and against the property described in this section, except taxes levied thereon as a component part of the Railroads' operating property in the State of Oregon as a whole. The easement granted by this section shall be and is subject to each and all of the terms, provisions and conditions of this agreement except the provisions relating to exchange of lands.

Section 4. RELOCATION OF RAILROAD.

(a) In replacement of the Railroads' present facilities between Railroad Engineer's Station 577 plus 27.17 in the NE¼ of NE¼ of Section 1, Township 2 North, Range 8 East, Willamette Meridian, and Railroad Engineer's Station 680 plus 32.51 of present track (Railroad Engineer's Station 677 plus 76.3 new track) in Government Lot 3, Section 5, Township 2 North, Range 9 East, Willamette Meridian; and between Railroad Engineer's Station 732 plus 14.79 in Government Lot 5, Section 4, Township 2 North, Range 9, E.W.M., and Railroad Engineer's Station 797 plus 07.49 of present track (Railroad Engineer's Station 795 plus 43.46 new track) in the SE¼ of SW¼ of Section 34, Township 3 North, Range 9 E.W.M., all in Hood River County, Oregon, there shall be constructed, completed and conveyed to Oregon-Washington Railroad & Navigation Company as herein elsewhere provided, new and relocated railroad facilities for the entire distance between said points; but not between Railroad Engineer's Stations 680 plus 32.51 and 732 plus 14.79 of present track. Said new facilities shall be constructed in accordance with the location map and cross sections thereon and with detailed plans, designs and specifications to be prepared by or at the expense of the State and approved by the Railroads before commencement of the work, and shall consist of all facilities necessary or proper for replacement of the Railroads' present facilities and adequate provision for the Railroads' future facilities between said points, and shall include, but not by way of limitation:

First. A new railroad embankment and roadbed for two standard-gauge railroad tracks between said Railroad Engineer's Station 577 plus 27.17 and Railroad Engineer's Station 593 plus 30.9; and for one standard-gauge railroad track between said Railroad Engineer's Station 593 plus 30.9 and said Railroad Engineer's Station 680 plus 12.51 of present track (Station 677 plus 76.30 new track); and for one standard-gauge track between said Railroad Engineer's Station 732 plus 14.79 and said Railroad Engineer's Station 797 plus 07.49 of present track (Station 795 plus 43.46 new track); the tracks mentioned in this paragraph First to be of approximately same elevation and gradient as Railroads' present tracks; together with all culverts and supporting structures for said tracks and riprap for protection of said embankment, all conforming as to design, material, dimensions and method of construction with plans and specifications aforesaid and with the cross sections on the location map.

Second. One standard-gauge main track (approximately 15,200 feet new construction and approximately 1200 feet relocation) and one standard-gauge passing track (approximately 1250 feet new construction and approximately 500 feet relocation), including rails, ties, fastenings and ballast, located substantially as represented on the location map by dashed black lines designated "Relocated First Main Track" and "Relocated Passing Track"; together with signals, signal lines, communication lines, fences, structures and other facilities, whether of the same or a different kind.

(b) The State at its own expense shall furnish all material, labor and equipment for construction of and shall construct and complete in a manner and condition satisfactory to the Railroads, the facilities described in paragraph (a) First of this section. After completion by the State to the satisfaction of the Railroads of the work described in said paragraph (a) First, the Railroads, at the expense of the State, shall furnish all labor, material and equipment necessary for and shall construct and complete the facilities mentioned in paragraph (a) Second of this section.

(c) Before commencement of any of the aforesaid work, the State, without expense to the Railroads, will obtain all public authority necessary therefor, including, but not by way of limitation, authority from the United States for any construction in the Columbia River.

(d) In order to facilitate performance of the work to be done by the State as provided in this section, four (4) temporary underpasses of the Railroads' present track shall be established and maintained at the expense of the State. Said underpasses shall be located at: Railroad Engineer's Station 614 plus 80 in Government Lot 3, Section 31, Township 3 North, Range 9; Railroad Engineer's Station 654 plus 00 in Government Lot 4, Section 5, Township 2 North, Range 9; Railroad Engineer's Station 764 plus 50 in the SE¼ of NE¼ of Section 4, Township 2 North, Range 9; and Railroad Engineer's Station 787 plus 65 in the SW¼ of SW¼ of Section 34, Township 3 North, Range 9, all East of Willamette Meridian, in Hood River County, Oregon, the said locations being shown and indicated on the location map. The Railroads, at the expense of the State, shall furnish material, labor and equipment for construction of and shall construct at each of said locations, a timber underpass; and, likewise at the expense of the State, the Railroads shall maintain said timber structures until they are removed as herein elsewhere provided. The State at its own expense will excavate the railroad embankment below the bottom of the stringers of each of said underpasses, in a manner satisfactory to the Railroads. The State and its contractors shall have the right to use said underpasses only for the purpose of performing the work herein described and not otherwise; and said underpasses shall not be open to or used by the public.

(e) All work to be performed by the State and its contractors under this section shall be done, performed and completed in a manner satisfactory to the Chief Engineer of the Railroads or his representative, and in accordance with the location map and cross sections thereon and with the detailed plans and specifications hereinbefore mentioned, and any omissions or defects therein shall be promptly remedied by the State at its own expense. The Railroads shall not be obliged to accept or operate the new or relocated facilities described in this section until they are in all respects completed in accordance herewith.

(f) Upon completion in accordance herewith of the new and relocated railroad facilities, the Railroads will commence operation thereof and will discontinue operation of the facilities replaced thereby, located between said Railroad Engineer's Stations 577 plus 27.17 and 680 plus 32.51 of present track and between said Railroad Engineer's Stations 732 plus 14.79 and 797 plus 07.49 of present track. Within a reasonable time thereafter the Railroads, at the expense of the State, will dismantle and remove their present tracks and facilities between the Railroad Engineer's stations mentioned in this paragraph (but not between said stations 680 plus 32.51 and 732 plus 14.79), and will also dismantle and remove said timber underpasses. Upon removal of said tracks, facilities and underpasses, the Railroads will credit the State with the reasonable salvage value of materials recovered therefrom, less cost of recovery.

(g) Either of the parties hereto may perform the work described in this section with its own forces or by contractors, or partly by one and partly by the other.

(h) The State hereby agrees to pay, satisfy and discharge the expense of all labor, material, equipment and work to be furnished, performed and done by it as in this section provided, and to reimburse the Railroads promptly upon receipt of bills, for the expense of all labor, material, equipment and work to be furnished, performed and done by the Railroads at the expense of the State as in this section provided. The bills rendered by the Railroads to the State shall include, but not by way of limitation, expense of all material, supplies and labor furnished by the Railroads, rental of equipment, amounts paid to any contractor or contractors, transportation of materials and equipment, the amount of any and all taxes and charges by federal, state and local government, based on payrolls (including, but not limited to, railroad retirement taxes), vacation allowances and overhead customarily charged by the Railroads.

(i) The State, without expense to the Railroads, shall furnish the Railroads upon completion of the work described in this section, the full data concerning costs, quantities and classes of material entering into the work performed by the State, and all other data reasonably necessary for completion of the Railroads' records.

Section 5. RELOCATION OF HIGHWAY.

(a) The State, at its own expense and without expense whatsoever to the Railroads, will furnish all labor, material and equipment necessary for and will relocate and reconstruct the highway between Highway Engineer's Station 692 plus 50 in Section 36, Township 3 North, Range 8, and Highway Engineer's Station 700 in Section 31, Township 3 North, Range 9, all East of Willamette Meridian, in Hood River County, Oregon, with center line as shown on the location map and with elevation as shown by cross sections on said map; together with all appurtenances of said highway, including besides the highway and slopes thereof but not by way of limitation, necessary and proper fences and barriers between the highway and tracks of the railroad, necessary and proper facilities for drainage of the highway and disposal of such drainage so that water will not accumulate between the highway and the railroad roadbed or elsewhere where such water might cause damage to the railroad. All construction work to be performed by the State as provided in this section shall be completed in a safe, stable and permanent condition so as not to jeopardize or interfere with present or future railroad operations.

(b) Construction of the highway shall not be commenced upon the property colored blue on location map until all work described in Section 4 of this agreement (including, but not limited to, transfer of railroad operations to new facilities and dismantling and removal of present railroad facilities) has been fully completed; and until then the State shall not enter upon or be entitled to the possession of all or any part of said property (except for use of the aforesaid underpasses) and shall not at any time or in any way endanger, interfere with, interrupt or delay railroad operation or maintenance thereon. Nothing in this paragraph shall prevent the State from performing grading and work incidental thereto within the property colored blue on location map, provided said work shall be so conducted as not to endanger, interfere with, interrupt or delay railroad operation or maintenance.

(c) No public highway grade crossing shall be established upon or across the tracks or right of way of the Railroads by either party.

(d) The State, without expense to the Railroads, shall acquire all such property outside of the property colored blue on location map as may be necessary for the construction and maintenance of the highway and appurtenances thereof.

Section 6. MAINTENANCE.

(a) The State at its own expense will at all times keep and maintain the highway and all appurtenances in good condition and repair so as not to jeopardize or interfere with railroad operations.

(b) Except as herein provided, the Railroads at their own expense will maintain the new and relocated railroad facilities to be constructed by the State at its own expense and by the Railroads at the expense of the State, as provided in Section 4 of this Agreement. It is understood and agreed that during a period of five (5) years following the completion of said new and relocated facilities, the expense of maintaining the same will be greater than normal because of settlement and subsidence. Therefore the State agrees that during and for said period the State will pay to the Railroads the expense of maintaining said new and relocated facilities in so far as said expense exceeds the normal maintenance expense heretofore experienced by the Railroads with respect to their present railroad facilities between Railroad Engineer's Stations 677 plus 27.17 and 680 plus 32.51 of present track (677 plus 76.50 new track)); and between Railroad Engineer's Stations 732 plus 14.79 and 797 plus 07.49 of present track (795 plus 43.44 new track).

Section 7. OTHER WORK TO BE DONE BY RAILROADS.

(a) Besides other work to be done by the Railroads at the expense of the State as herein elsewhere provided, the Railroads may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may become necessary because of construction and maintenance by the State of the highway and appurtenances thereof, or because of any other work to be performed by the State as provided in this agreement, and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include, but shall not be limited to, all items of expense reimbursable under United States Public Roads Administration General Administrative Memorandum No. 299, and amendments and supplements thereto, and bills for such reimbursement shall be paid at the times and in the manner provided therein.

(b) During the progress of the work contemplated by this agreement, the Railroads, at the expense of the State, shall furnish such engineering, inspection, watchman and flagman service as may in the judgment of the Railroads be necessary for protection of their property and operations during the progress of such work, and the State will reimburse the Railroads therefor.

(c) In the event any inspector or inspectors are assigned to the project by the Railroads, all suggestions and recommendations made by such inspector or inspectors for the safety and protection of railroad property and operations shall be given due consideration by the State; but the presence of such inspector or inspectors shall not relieve the State from responsibility for the safe conduct of said work and adequate policing and supervision thereof.

Section 8. PRESENT AND FUTURE FACILITIES.

(a) Said highway and appurtenances shall be so constructed and maintained as not to prevent or interfere with future development of the Railroads' facilities as shown by the location map; and in making any future alterations or improvements of said highway and appurtenances the State shall and will take cognizance of plans for future development of the Railroads' facilities and of the necessities of the Railroads therefor, and make such alterations and improvements accordingly without expense to the Railroads, their successors, assigns or lessees.

(b) The State hereby grants the Railroads, their successors, assigns and lessees, a perpetual easement to use and occupy for any and all railroad purposes or purposes incidental thereto, any and all public lands of the State of Oregon, if any (including any and all shore lands of the Columbia River, if any) located between the West line of Lot 3, Section 36, Township 3 North, Range 8 East, and the East line of Section 34, Township 3 North, Range 9 East, Willamette Meridian, in Hood River County, Oregon, that lie within the boundaries of the right of way and other property now owned by the Railroads, including such property and right of way as shown by current right-of-way and other property maps of the Railroads except the portion thereof colored blue on the location map. Nothing herein contained shall be construed as an admission by the Railroads or either of them that the State of Oregon or the State Highway Commission of Oregon has any right, title, estate or interest in or to any of the property or right of way now owned by the Railroads indicated as aforesaid, or any part thereof, nor that said right of way or other property, or any part thereof, now owned by the Railroads constitutes public lands or shore lands. This paragraph is intended and shall operate as a present grant of the easement herein referred to, but nevertheless the State shall, as and when requested by the Railroads so to do, make, execute, acknowledge and deliver to the Railroads such other and further instruments in writing as the Railroads may require for the better description and identification of the properties upon which the easements referred to in this paragraph are granted.

(c) In order to accommodate the Railroads' general plan for future development, approximately indicated on location map as "Proposed R.R. Revision", and construction of future tracks variously indicated on said map, and/or maintenance, improvement or enlargement of railroad facilities, the State hereby covenants and agrees, subject to the terms, provisions and conditions in this paragraph contained, to grant to the Railroads, their successors, assigns and lessees, promptly upon request therefor, perpetual easements to use and occupy for any and all railroad purposes, any and all land now owned or hereafter acquired by the State Highway Commission of Oregon north of the Railroads' right of way as now located or hereafter acquired between the points mentioned in paragraph (b) of this section, (excepting the land colored green on the location map, which is to be conveyed to the Railroads in fee), together with easement for the Railroads, their successors and assigns and lessees, to construct and maintain slopes, fills and embankments. This agreement and undertaking on the part of the State shall be and is subject to the following terms, provisions and conditions:

First. Said easements shall be granted by written instruments in form and substance satisfactory to the Railroads, duly executed, acknowledged and delivered by the State and shall be such as to vest in the Railroads, their successors, assigns and lessees, in respect to the lands described therein, the right to use same for the purposes hereinbefore in this paragraph stated.

Second. Said easements shall be executed in consideration of the benefits inuring to the State under this agreement and without cost, expense or charge to the Railroads, their successors, assigns or lessees, excepting that if the Railroads elect to acquire from the State under this paragraph easements on any property of the State outside of areas actually occupied by said highway or slopes or embankments thereof, then the Railroads as to such property outside of highway, slope and/or embankment areas, will upon conveyance of such easements pay to the State Highway Commission the actual cost to the latter without interest, of acquiring such property outside of said highway, slope and/or embankment areas; but the obligation to make such payments shall not apply to or include any lands now owned or hereafter acquired by the State Highway Commission of Oregon from the State of Oregon.

(d) Nothing contained in this section shall in any way abrogate, modify or lessen the obligations of the State to convey land to Oregon-Washington Railroad & Navigation Company as herein elsewhere provided.

Section 9. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or any other party or parties lawfully occupying railroad property, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of the utmost importance, and in order that same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of the Railroads' tracks or facilities or any communication lines or appurtenances or any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors and subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the operation of the Railroads or other parties lawfully occupying railroad property, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such other parties may be responsible, or to property of the Railroads or such other parties.

(c) If at any time the Railroads and the Chief Engineer of the Oregon State Highway Commission, or the Railroads' representative and said Chief Engineer's representative, shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not suffer or permit debris incidental to the work to be performed by the State or its contractors or subcontractors to foul the drainage ditches, ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operation; and with respect to any blasting in the vicinity of the railroad tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad and communication facilities against danger of damage, destruction or interference.

(f) The State, its contractors or subcontractors, shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed.

(g) If the State, its contractors or subcontractors, shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes in the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, its contractors or subcontractors, shall not cast any earth, rock, debris or other material or thing upon the property of the Railroads. The right of the Railroads to protect their tracks, property and facilities against slides of earth, rock or other material or resulting from the presence of the highway in the location aforesaid, and to remove such earth, rock or other material at the expense of the State, is hereby recognized. In such event the State, at its own expense, will take all action necessary to protect and preserve its highway from slides and shall not hold the Railroads responsible therefor. The handling and disposal of snow and ice shall be subject to and controlled by the agreement between the Railroads and the State dated March 26, 1937, and any amendments thereof and supplements thereto.

(i) The State, at its own expense, shall provide suitable facilities for draining said highway and shall not suffer or permit drainage water from the same to flow or collect upon property of the Railroads. The State, at its own expense, shall and will provide adequate passageway for the waters of any stream upon or across the property of the Railroads, so that said waters may not be impeded or obstructed or caused to back up and overflow the property of the Railroads or any part thereof.

(j) Before commencing any work of construction or maintenance contemplated by this agreement, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during the progress of the work.

Section 10. INDEMNITY.

(a) So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, and each of them, from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employees and passengers of the Railroads and of such other occupants or any of them) or damage to or destruction of property whatsoever (including property of or in the custody of the Railroads and such other occupants or any of them), directly or indirectly caused by or in any manner resulting from any act or omission of the State or of its contractors, subcontractors, agents, servants or employees in the performance of any work contemplated by this agreement.

(b) If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 11. INSURANCE.

(a) In the event the State performs all or any part of the work to be performed by it under this agreement through a contractor or contractors, the State shall require such contractor or contractors, before beginning work, to furnish for and in behalf of and in favor of the Railroads and any other corporation, person or firm lawfully occupying their property, suitable and satisfactory Public Liability and Property Damage Insurance; said Public Liability Insurance providing for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of bodily injuries to or death of more than one person in any one accident, and said Property Damage Insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit, a total (or aggregate) limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of injury to or destruction of property during the period of work. The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads and of any other corporation, person or firm lawfully using their property. The term "property" as herein used shall include as well as other property, property of and property in the custody of the Railroads and of any other corporation, person or firm lawfully using their property.

(b) Each such insurance policy shall be issued by a reliable insurance company authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(c) With respect to the work to be performed by the Railroads as herein elsewhere provided, the Railroads shall have the right to obtain, at the expense of the State, insurance protection similar to that provided for in Federal Works Program General Memorandum No. 32 dated January 27, 1937.

Section 12. SCOPE.

(a) The State and Hood River County each does hereby relinquish all easements and rights of way for the present Columbia River Highway so far as the same or any part or slope thereof now encroaches on property of the Railroads between (except as in this section otherwise provided) points covered by this agreement, including, but not limited to, any and all rights therefor acquired and enjoyed under that certain contract dated August 17, 1914 between Oregon-Washington Railroad & Navigation Company and Hood River County, and amendments thereof and supplements thereto, and that certain contract dated August 18, 1939, between the Railroads and the State; excepting that the State does not relinquish, but on the contrary retains, all easements and rights of way for the present Columbia River Highway between Highway Engineer's Stations 667 and 694 in the NW¼ of Section 4, Township 2 North, Range 9 East of Willamette Meridian. As soon as the highway shall have been relocated and reconstructed by the State in the location shown on the location map, the present highway between the points covered by this present agreement shall be permanently closed and vacated in the manner provided by law. To that end the State, acting by and through its State Highway Commission, shall and will promptly take all action required or contemplated by Chapter 272, Oregon Laws 1943 (§§ 100-139, 100-140 OCLA) and furnish the Railroads satisfactory evidence thereof.

(b) The County of Hood River executes this agreement solely for the purpose of indicating its consent to and concurrence in the provisions of this section.

Section 13. DISTURBANCE OF STABILITY. As a material consideration for this agreement, the State agrees that it will not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the present or relocated tracks or facilities of the Railroads, and that if such stability shall be disturbed through the activity of the State or its contractors or others acting under its authority, the State shall assume full responsibility therefor and all expense resulting therefrom, and shall indemnify and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, from and against any and all loss, cost, damage, expense and liability resulting therefrom.

Section 14. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By ______________________
President

Attest:

____
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission

RECOMMENDED FOR APPROVAL

____
Assistant State Highway Engineer

APPROVED AS TO FORM AND LEGALITY

____

By ______________________
Chairman

____
Commissioner

____
Commissioner

Attest:

____
Secretary

As the State Highway Commission of Oregon

COUNTY OF HOOD RIVER

By ______________________
Chairman

____
Commissioner

____
Commissioner

Attest:

____
County Clerk

As Board of County Commissioners of Hood River County, Oregon

BFI-174(13) Warren Cr.-Viento Sec., 1951
Columbia River Hwy.
#3603

RECEIVED
AUG 3 1956

FOR FILING
BFI-174 (13)

36[illegible]

August 2, 1956

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

RE: Gorton Creek-Warren Creek Sec.
F.A.P. No. Ore. BFI 174-12
Warren-Viento Section
F.A.P. No. Ore. BFI 174 (13)

We are submitting Union Pacific Railroad Bills No. 590647, 550412, 550414, 597353, 598991, 598989, 710321, and 759075, which comprise final billing for railroad work on the above project for audit. A copy of State Railroad Agreement No. 382, dated November 21, 1951, is submitted for the auditor's use. If he needs any additional information, such as project plans or contract in making the audit, please advise and we will forward them immediately.

All of the data submitted is a part of our office file we would appreciate return of same when the audit is complete.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/kcs

cc: C. A. Garnder

RECEIVED
AUG 3 1956
FOR FILING
[illegible]
3602

A

August 2, 1956

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

ATT: Mr. W. B. Vercoe, Division Engineer

Gentlemen:

RE: Gorton Creek-Warren Creek and
Warren Creek-Viento Sections
Columbia River Highway
File Ref. D315-2-37

We are this date, preparing and forwarding to our auditor for payment an estimate that will pay 90% of your Bill No. 75975. In addition we are submitting your Bills No. 590647, 550412, 597353, 550414, 598991, 598989, 710321, and 759075, all for work on the above section, to the Bureau of Public Roads for audit, We will advise you as to results of the audit as soon as it is received from the Bureau of Public Roads. Mr. Peart of your Omaha office has made several inquires concerning these bills and we would appreciate your advising him as to their present status.

On May 23, 1956 we returned your Bill No. 743913 for correction similar to that m made on Bill No. 709211. When can we expect submission of the Corrected bill?

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/kcs

cc Gardner

FORM E-123 80M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 26 1955
FOR FILING

FI-1-194(13)

C
O
P
Y

Salem Office
October 12, 1955

SUBJECT: Shell Rock Mountain Section
(Gorton-Warren Creek and
Warren Creek-Viento Contracts)

Mr. W. C. Williams
Deputy State Highway Engineer
Office

Dear Mr. Williams:

Mr. C. A. Gardner's letter of September 22, addressed to you, with reference to billing by the Union Pacific Company for railroad costs on the projects involved, has been referred to me for examination.

I have carefully read Mr. Gardner's letter and also the terms of the agreement between the Railroad Companies and the Highway Commission, being Railroad Agreement No. 382.

Section 4, Article (f), and Section 7, Article (a) when read together are somewhat ambiguous, but it is my understanding that as a matter of practice on past projects involving items of a somewhat comparable nature, the bills submitted by the Railroad Companies have conformed to the standards set up in General Administrative Memorandum No. 299, and that is has been an accepted understanding that the provisions thereof would be applicable.

I know of no reason for departing from that practice in the present instance and think that it might be undesirable and dangerous to establish a precedent in this instance.

Mr. Gardiner's letter, with the accompanying itemized bills, are returned to you herewith.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
Encl.

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JUL [illegible] 1954
FOR FILING

[illegible]

[illegible]

July 19, 1954

C
O
P
Y

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

I attach hereto a copy of a letter from Resident Engineer Carl A. Peterson giving the engineering costs for the Union Pacific railroad revisions on the Gorton Creek-Warren Creek and Warren Creek-Viento Sections.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

Enclosure

cc Mr. H. G. Smith

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Banks, Oregon
July 14, 1954

C
O
P
Y

SUBJECT:

U.P.R.R. File D-315-2-37
File D-315-2-39

To:

H. G. Smith
Construction Engineer
Ore. State Hwy. Dept.
Salem, Oregon

Dear Sir:

As per your request, the engineering charges on construction of the Union Pacific Railroad Revision, on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Section has been prorated as follows:

----Gorton Creek-Warren Creek Section ----

R.R. Sta. 577+14.28 M.P. 50.36 to R.R. Sta 677+74.95 M.P.52.27

Construction Cost ---------------	$ 604,384.57
Engineering Cost 3.42% ----------	20,669.95
Total	$ 625,054.52

----Warren Creek - Viento Section ----

R.R. Sta 733+89.38 M.P. 53.28 to R.R. Sta 795+43.46 M.P. 54.45

Construction Cost ---------------	$ 324,042.31
Engineering Cost 4.3% -----------	13,933.82
Total	$ 337,976.13

[illegible]

Very truly yours,

/s/ Carl A. Peterson

Resident Engineer

cc to A. G. Skelton
Division Engr.

UNION PACIFIC RAILROAD COMPANY
Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

COPY

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. W. Stiffler,
Associate State Highway Engineer

Dear Sir: RE: Gorton Creek-Warren Creek and Warren Creek
Viento Section of Columbia River Highway

Your Letter, December 23, 1953, transmitted quantities involved in the railroad line changes on the captioned project; however it is noted that no Engineering was shown. Will you kindly advise the amount of engineering charged to this phase of the work?

Yours very truly,

/s/ E. F. Kidder
Division Engineer

RECEIVED
MAY 25 1954
FOR FILING

May 19, 1954

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover four copies of a final voucher for the Warren Creek-Viento Section, Project No. DFI-174 (13), in the amount of $545,927.00.

In accordance with G.A.M. 339, this voucher is a first submission final for your audit of our records and not for the purpose of requesting payment.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JWN:gs

R

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JAN 5 - 1954
FOR FILING

3F1-174(13)

OREGON STATE HIGHWAY DEPARTMENT
(date)
Dec. 29, 1953

(CONTRACT NO.) 5603	(EST. NO.)	(CONTRACTOR)
3603	18-final	GIBBONS & REED CO

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25289	A-83424	$26,705.27	12/28/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: Aug. 28, 1953

Date Accepted: Sep. 24, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer

H. B. Glaisyer
Secretary

Warrant Mailed:

aam

[illegible]

12-31-53, g

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DEC 28 1953
FOR FILING

[illegible] I-194(13)

3603

December 23, 1953

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In accordance with your recent request (your File D 315-2-37, D 315-2-39, D 315-2-41), I am attaching tabulations showing a breakdown of the quantities and prices involved in the Union Pacific line changes from Gorton Creek to Warren Creek and Warren Creek to Viento for your I.C.C. records. Others which you requested are in the process of being checked and will be available in the next 10 days or two weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

HGS: me
Encl.
cc Mr. H. G. Smith

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Banks, Ore.
Dec. 18, 1953

SUBJECT: Union Pacific
File D-315-2-37
File D-315-2-39

To:

Beginning of the Railroad Revision on the Warren Creek - Viento Section is R.R. Sta 733+89.38 and M.P. 53.28. The end of the Railroad Revision is Sta 795+43.46 bk. = Sta 797+02.49 Ah. Equation. This is Railroad M.P. 54.45 .

The following list of items and amounts are for the Railroad Revision on the Warren Creek - Viento Section.

Structural Exc.	76	Cu. Yds. at	3.75	------- $	285.00
Special Borrow Exc.	276,698	Cu. Yds. at	0.36	-------	99,611.28
General Exc.	127,666	Cu. Yds. at	1.49	-------	190,222.34
Short Overhaul	1,265,816	Yd. Stas at	.015	------	18,987.24
Long Overhaul	11,890	C-yd.Stas	.40	-------	4,756.00
18" Corr. Metal Pipe Ext. Str.	244	Lin. Ft.	4.50	-------	1,098.00
24" " " " " "	82	Lin. Ft.	24.00	-------	1,968.00
Class A Concrete	72.17	Cu. Yds.	75.00	-------	5,412.75
Reinf. Steel	13,090	Lbs.	.13	-------	1,701.70
			Total		$ 324,042.31

RECEIVED
FOR FILING

[illegible]

December 14, 1953

Continental Casualty Company
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract No. 3603 for work performed on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County was completed August 28, 1953, and was formally accepted by the Highway Commission on September 24, 1953.

Final payment in the amount of $26,705.27 will be released to the contractor on or after December 24, 1953. The total contract amount is $855,904.46, of which amount $693.33 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc
cc: Marjory Willis
609 Wilcox Building
Portland 4, Oregon

NOTED ON CARD

12-14-53

RECEIVED
SEP [illegible] 1953
FOR FILING

September 25, 1953

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Gibbons & Reed Co. on contract No. 3603, for grading and paving on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County.

This payment, in the amount of $60,635.34, will be released to the contractor on or after October 5, 1953. The retained percentage is $25,645.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Marjory Willis, Agent
609 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

9-25-53

FORM E-90 37,500 4-52 56906

[illegible]
3602

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 9, 1953
Salem, Oregon

C
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P
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SUBJECT: UNION PACIFIC CLAIM FOR DAMAGES TO ELECTRIC FENCE

To:

Mr. W. C. Williams
Assistant State Highway Engineer
Office

Dear Mr. Williams:

Mr. Enfield has requested me to advise you with respect to the legal aspects of the problem as to whether the State or the Contractor (Gibbons and Reed Company) should pay the Union Pacific Railroad Company the damages the Railroad suffered to its electric fence resulting from the Contractor's operations in connection with his contract with the State for the paving and grading project of the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County.

On November 21, 1951, the State entered in to an agreement with the Union Pacific covering, among other things, the relocation of the railroad tracks and facilities which were made necessary by the State's relocation and reconstruction of the Gorton Creek-Viento Section of the Columbia River Highway in Hood River County. In this agreement the Railroad agreed to construct a main track and a passing track, including rails, ties, fences and ballast, together with signals, signal lines, connection lines, fences, structures and other facilities. However, it is quite important to note that the said agreement stipulated that the Railroad would furnish the necessary labor, material and equipment to accomplish the above said work at the expense of the State.

Mr. H. G. Smith has informed me that the particular fence involved is located with the area covered by Highway Contract No. 3602. This contract is between the State and Gibbons and Reed Company, and provides for the paving and grading of the Gorton Creek-Warren Creek Section of the Columbia River Highway. Mr. Smith also informs me that the said fence is included within the area covered by the above mentioned agreement between the State and the Railroad.

It appears from a reading of the contract between the Railroad and State, and in particular with reference to that part of the agreement above noted, that it was the intent of the parties thereto that the Railroad would remove such electrical fence and relocate the same at the State's expense. It would also appear that the contractor assumed the Railroad's obligation (and ultimately the State's obligation) with respect to its dealing with the said fence. I have been advised that the contractor's action in this respect saved the State several thousand dollars, inasmuch as the damages to the fence were much less that the cost of the removal of the same would have been had the Railroad removed the fence and then charged the State for such costs pursuant to its agreement with the State.

Therefore, based upon the foregoing reasons it is the opinion of this office that it would be quite proper for the State to assume the cost of the damage to the said fence and relieve the contractor of the same.

Very truly yours

C. W. ENFIELD
Chief Counsel

By /s/ Thomas J. Reeder

THOMAS J. REEDER
Assistant Attorney

TJR:jfw

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1953

C
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SUBJECT:

To: Mr. W. C. Williams
Ass't State Highway Engineer
State Highway Department
Office

Dear Sir:

Gibbons and Reed Company, Contractors, on the Gorton Creek-Warren Creek Section of the Columbia River Highway, Contract No. 3602 and the Warren Creek-Viento Section of the Columbia River Highway, Contract No. 3603 have earned as shown on the August 18, 1953 estimates:

Contract No. 3602	$1,437,392.36
" No. 3603	832,224.98
Totoal Earned	$2,269,617.34

The contractors cost was about $2,007,102.74

The profit was about $262,514.60 or 11.6o/o percent of amount earned.

The earnings, cost and profit are subject to some change when final reports are available, but it is apparent that the contractor will realize a fair profit on these two contracts.

Very truly yours,

/s/ E. H. Clymer

E. H. Clymer
Cost Analyst

EHC;of

FORM E-90 37,500 4-52 86808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26th, 1953

C
O
P
Y

SUBJECT: Gibbons & Reed Co. Claims

To: Mr. W. C. Williams
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with our conversation of this date, I am enclosing herewith all items in our file, referring to the claims to be presented by Mr. Toolson in his conference with you on Monday Augues 31st. I believe that this file covers at least all items previously brought up by Mr. Toolson.

The flagging expense claim is cofered by Mr. Toolson's letter of Jan 31, 1953 to myself, C. A. Peterson's report of February 2nd, and my report to Mr. H. G. Smith of February 9th. The claim on damage to the railroad signal installation is covered by letters from Mr. Toolson dated September 26, 1952, Peterson's report of October 2, 1952, and my report to Mr. Smith on October 9, 1952; also another letter from Mr. Toolson dated February 23, 1953, Peterson's report of March 4, 1953, and my letter to H. G. Smith on February 27th and April 1st, 1953. Copy of your letter of March 3, 1953 is also attached.

Will you please return our file when you are through with it?

Yours very truly,

/s/ A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl. (File)

Gibbons & Reed Company
Contracts 3602 & 3603

COPY

Detail of Cost
Both Jobs Combined

Labor:

Labor & Supervision	$623,105.71	
Labor Insurance	50,980.30	
		$673,896.01

Materials:

12" Conc. Pipe	60	L.F.	at 1.07	64.20	
36 " "	60	L.F.	" 5.41	324.60	
18" C. I. P.	1,029	L.F.	" 2.66	2,741,55	
18" Bands	45	Ea.	" 4,00	180.00	
18" Ex. Str. C.I.P.	621	L.F.	" 3.91	2,427.80	
18" Bands, Ex. Str.	23	Ea.	" 4.50	103.50	
24" C.I.P.	290	L.F.	" 4.08	1,182.50	
24" C.I.P. Bands	10	Ea.	" 5.00	50.00	
36" Ex. Str. C.I.P.	94	L. F.	" 9.78	919.42	
36" Bands, Ex. Str.	5	Ea.	" 9.80	49.00	
42" C.I.P.	100	L.F.	" 9.51	951.00	
42" C.I.P. Bands	4	Ea.	" 9.25	37.00	
42" Ex. Str. C.I.P.	60	L.F.	" 13.02	781.20	
42" " " Bands	2	Ea.	" 11.45	22.90	
48" Ex. Str. C.I.P.	166	L.F.	" 15.10	2,506.60	
48" " " Bands	7	Ea.	" 12.80	89.60	
Sight Posts	163	Ea.	" 5.30	863.90	
Guard Rail	13525.5	L.F.	" 1.36	18,394.68	
Guard End, Pieces for Guard Fence				76.00	
48" C.I.P. Force Acct.				72.76	
12" Perf. C.I.P.	1,280	L.F.	" 1.97	2,521.60	
12" " Bands	60	Ea.	" 2.45	147.00	
3/8"-0 Cr. Rock for Backfill	415	C. Y.	" 6.50	2,697.50	
					37,174.31

Equipment Rental Supplies & Misc.:

Equipment Rental owned	703,538.64
Equipment Rental Hired	2,420.00
Gas, Oil & Grease	85,445.35
Explosives	50,587.40
Bits & Drill Steel	10,326.64
Freight & Cartage	14,305.84
Misc. Supplies	55,265.00

Equipment Rental Supplies & Misc. (Continued)

R. R. Bond	2,506.72	
P.L.&P.D. Insurance	5,843.77	
Bond	17,022.13	
Protection for Traffic Signals, Etc.	4,750.00	
Field Office Expense	2.460.00	
Home Office & Overhead	72,509.48	1,026,980.97

Subcontracted:

Cody Logging Company Clearing & Grubbing	30,700.00	
Shrader Construction Co. Box culverts & structures	55,398.94	
R. & W. Construction Co. Guard rails & sight posts	20,088.84	
J. M. Conley Surfacing and paving	144,805.37	
Pacific Asphalt Co. Oiling & Misc. work	18,058.30	
Cost Grand Total		$2,007,102.74

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 4th, 1953

Section Warren Creek - Viento

Kind of work Grading & Paving

Highway Columbia River

Section prefix 14-1017

Contractor Gibbons & Reed Co

Contract number 3603

Date of contract Dec. 10, 1951

Date of completion Sept 30th, 1953

Date work started Jan. 2nd, 1952

Estimated date of completion Aug 31st, 1953

Amount of contract $989,003.68

Per cent of time elapsed 96.25 %

Estimated cost of completed project, exclusive of engineering $972,439.04

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date $38500, 5.07 %

Date project was completed Aug. 31st, 1953

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed on this section Monday Aug 31st

Office crew worked all week on final records which are to be completed this coming week.

NOTED
FORREST COOPER

NOTED
H. G. SMITH

RECEIVED
OFFICE OF
CONSTRUCTION ENGINEER

Signed [illegible]

Address Bonneville Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.24	1.24		0.24	1.24
Miles partially completed					
Miles completed	1.24	1.24		0.24	1.24
Total estimated quantities	[illegible]	[illegible]			[illegible] T.
Estimated quantities moved or placed to date	[illegible]	[illegible]			[illegible] T.
Average daily quantities	–	–			–
Average daily quantities necessary to complete project on time	–				–
Number shifts per day		–			–
Hours per shift	–	–			–
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	[illegible]		
Monday	"		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
FOR FILING

111-1140

September 1, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 28, 1953 on Contract No. 3603, Warren Creek-Viento Section, in Hood River County, in connection with Federal Aid Project No. BFI-174 (13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:ac
cc: John Cattrall

RECEIVED
[illegible] 1953
FOR FILING

July 1, 1953

Mr. J. G. Kimmell, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This will acknowledge receipt of your letter of June 29, stating that railroad communication and signal lines were damaged on June 24 by operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek and Warren Creek-Viento Creek Sections of the relocated Columbia River Highway in Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

me

cc Mr. W. C. Williams

Office of the Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

JUNE 29, 1953

(File: D 315-2-37)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engr.)

Gentlemen:

Please refer to Underwriters at Lloyd's of London Certificate No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GTT-M 5171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on JUNE 24, 1953 at Railroad M.P. 51.6, Railroad communication and signal lines were damaged by operations of Highway Contractor, Gibbons & Reed Company.

We expect to present claims for this damage when

NOTED
W. W. STIFFLER

the amount has been determined.

Please acknowledge receipt of this letter?

Yours very truly,

J G Kimmell
J. G. KIMMELL,
Superintendent

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FOR FILING
[illegible]
[illegible]

Office of the Superintendent
2525 North Larrabee Avenue
Portland 12, Oregon

C
O
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Y

June 24, 1953

(Fiel D 315-2-37)

Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted insome damage to Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific's Bill No. 623087 dated June 8, 1953 in the amount of $653.01 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 623087 covers certain damage by your operations at Railroad M.P. 54.2 on February 4, at M.P. 52.5 on February 6, and M.P. 54.2 on February 19, 1953. The item of March 13th covers the repair of damage sustained in the occurrence of February 19, 1953. Please favor us with payment at your early convenience.

Yours very truly,

/s/ J. G. Kimmell,

J. G.Kimmell

cc:
Continental Casualty Co.
1008 Loyalty Bldg.
Portland 4, Oregon
  Lloyd's, London, c/o Rathbone, King & Seeley
  114 Sansome Street
  San Francisco 4, California
    Lloyd's, London, c/o Rathbone, King & Seeley
    310 S. W. Fourth Avenue
    Portland 4, Oregon
      Oregon State Highway Department (Atten: Mr. R. H. Baldock,
      State Hwy. Engr.), Salem, Oregon

RECEIVED

FORM E-30 25M 9-51 92319

BFI-174(13)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The Subcontract between Gibbons and Reed and R. W. Construction Company, covering items 18 and 19 on the Warren Creek-Viento Contract No. 3603 Oregon BFI-174(13), is approved and you may so advise the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
C. G. Polk

RECEIVED
FOR FILING

EF-174([illegible])

3602

OFFICE OF SUPERINTENDENT
2525 NORTH LARRABEE AVENUE
PORTLAND 12, OREGON

COPY

June 18, 1953

(File D 315-2-37)

GIBBONS & REED COMPANY
P. O. Box 223
Cascade Locks, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to Railroad Company's tracks and facilities.

EF-174([illegible])
3602

Enclosed herewith is Union Pacific's Bill No. 623087 dated June 8, 1953 in amount of $653.01 covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 623087 covers certain damage by your operations at Railroad M.P. 54.2 on February 4th and at M.P. 52.5 on February 6, 1953. The item of March 13th was a delayed repair of the damage incurred February 4th. Please favor us with payment at your early convenience.

Yours very truly,

/s/ J. G. Kinnell

J. G. Kimmell,
Superintendent

cc:
Continental Casualty Co.
1008 Loyalty Bldg.
Portland 4, Oregon

Lloy'ds, London, c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, Calif.

Lloyd's, London, c/o Rathbone, King & Seeley
310 S. W. Fourth Ave.
Portland 4, Oregon.

Oregon State Highway Dept. (Atten: Mr. R. H. Baldock, State Hwy Engr.) Salem, Oregon

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5th, 1953

SUBJECT:

To: Mr. A. Q. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
C. WILLIAMS

Dear Sir:

The subcontract between the Gibbons & Reed Company and J. N. Conley covering Items 21, 22, 23, 25, 26 and 29 to 31 inclusive on the Warren Creek-Viento Section of the Columbia River Highway, Contract #3603, Oregon BFI-174(13), is approved, and you may so advise the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams
C. G. Polk

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FOR FILING
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260

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

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Y

April 17, 1953

(File: D 315-2-37)

GIBBONS & REED COMPANY
P. O. Box 223
Cascade Locks, Oregon

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line railroad of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 615827 dated April 3, 1953, for $103.17, covering part, but not all, of this damage. Bills for other damage will be rendered when compiled. Bill No. 615827 covers certain damage by your operations at Railroad Mile Post 51.8 on December 30, 1952. Please favor us with payment at your early convenience.

Yours Very Truly,

/s/ A. McAllister,

A. McAllister
Superintendent

enc.

cc: Continental Casualty Company
1008 Loyalty Building
Portland 4, Oregon

Lloyds, London,
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, Calif.

Lloyd's, London,
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

Oregon State Highway Department
Atten: Mr. R. H. Baldock
State Highway Engr.
Salem, Oregon

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2602

April 10, 1953

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Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

We have your letter of April 6 advising that railroad track structure was damaged on February 19, 1953 at Railroad M.P. 54.2 by blasting operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

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REGISTERED MAIL
RETURN RECEIPT REQUESTED.

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3rd South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Department
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to Underwriters at Lloyd's of London Certificate No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-345171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Vienton Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on FEBRUARY 19, 1953, at Railroad M. P. 54.2, railroad track structure was damaged by blasting operations of the Highway Contractor, Gibbons & Reed Company.

We expect to present claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter?

Yours very truly,

/s/ A. McAllister
A. McAllister, Supt.

FORM 2-902 25M 6-51 80116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 1st, 1953

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

FORREST COOPER

Dear Sir:

Under date of February 27th I forwarded a letter dated February 23rd from Mr. A. V. Toolson, Project Manager for Gibbons and Reed. This was in regard to damages to the Union Pacific Railroad Company signal installation on both contracts 3602 and 3603, the Gorton Creek-Warren Creek, and Warren Creek-Viento Sections. In my letter I mentioned that I had asked Mr. Carl Peterson for a report on this matter, and would forward it after his report was received. I am enclosing herewith copy of Carl Peterson's report of March 4, 1953 on the above.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: C. A. Peterson

RECEIVED
APR 2 1953
OFFICE OF
CONSTRUCTION ENGINEER

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bonneville, Oregon
March 4, 1953

SUBJECT:

Gorton Creek - Warren Creek
Union Pacific Railroad
Signal fence M.P. 52.5
Prefix 14-1016

To:

Mr. A. G. Skelton
Division Engineer
Ore. State Hwy. Dept.
Portland, Ore.

Dear Sir:

On August 14, at M.P. 52.5 there were two major blasts, one at 10 A.M. and one at 2:55 P.M. Rocks tore down 100 feet of rock fence and 300 feet of aerial fence. Signal Gang #784 spent 4 hours of straight time and 4 hours overtime repairing this fence. This time, I believe, was charged to the Contractor.

On August 19, 1952 the Contractor blasted in this same area R.R.M.P. 52.5 (Hwy. sta 639 - 642) which broke the aerial fence, The Contractor planked the R.R. tracks prior to the blasting but during these major blasts, while the cut was still high, huge rocks broke or bent rails several times. The rock fence was completely destroyed and was not salvaged as far as I know.

Blasting was carried on intermittently in the area from Summit Creek to Lindsey Creek up to the present time. During these major blasts there was always some damage done, such as broken wires, broken or bent rail, and a few train delays.

The signal installations near the cut at Summit creek were slightly damaged in spite of protective measures.

Very truly yours,
Carl A Peterson
Resident Engineer.

RECEIVED
MAR 10 1953
FOR FILING

March 3, 1953

C
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Gibbons & Reed Company
Box 223
Cascade Locks, Oregon

Gentlemen:

Mr. Skelton has forwarded your letter in which you deny liability for damages suffered by various parts of the Union Pacific Railroad Company's signal installation.

In our opinion both the special provisions and the general specifications on Contracts Nos. 3602 and 3603 place the entire responsibility for the protection of the signal and telegraph systems on the contractor; therefore, we are somewhat at a loss to underatand your argument that these communications should have been protected prior to the start of your operations.

It is true that on some jobs the railroad company requests the detouring of its lines in our agreement with them, but, in this particular instance and in several other contracts adjacent, the Railroad Company felt this to be unnecessary and consequestly the contracts provide that the work shall be done without obstructing, endangering, interfering with, hindering or delaying the maintenance or operations of the O.W.R. & N. (Union Pacific) railroad tracks and facilities and the facilities of the telegraph company.

On other jobs in this vicinity there has been little or no damage to the railroad facilities in spite of heavy shooting. The Railroad Company felt at the start of the job it could be handled in the same careful manner and did not wish to detour its lines. Therefore, the entire responsibility was placed upon the contractor and the contract so written.

If you or the Continental Casualty Company wish to present an argument as to the interpretation of the contract, I suggest it be done at the conclusion of the job in order that the entire railroad bill can be considered at one time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS: me
cc Mr. H. G. Smith
Mr. A. G. Skelton

GIBBONS & REED CO.
CONTRACTORS
259 West 3rd South
Salt Lake City, Utah

COPY

February 23, 1953

Address Reply to
Box 223
Cascade Locks, Oregon
Reference:
Contract 3602
Gorton Creek-Warren Creek
Contract 3603
Warren Creek-Viento
Columbia River Highway

Mr. A. G. Skelton, Division Engineer
Oregon State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

We continue to receive from the Union Pacific Railroad Company notices that they intend to present claims to our insurance company for damage suffered by various parts of their signal installations.

On September 26, 1952, we wrote you detailing, in part, our belief that these damages are not our liability. We mentioned then that the property was not adequately protected. Since that date the railroad company and the telegraph company have made no effort to improve their protective measures.

Consequently, we have been obligated to continue to conduct our blasting operations on both of the contracts inclose proximity to unprotected communication and signal wires and signal devices. It follows of course that these installations have suffered damage nearly every time we have blasted.

In the previous letter we stated the belief, which we still hold, that the protection of protective fences, signal and communication wires, and other signal devices should be performed by agencies other than ourselves.

We repeat here our readiness to cooperate with the railroad and telegraph companies' representatives in every reasonable way for the adequate protection of their facilities and operations during the progress of the work. And we repeat that, for damage to property not adequately protected, we do not feel that we are liable.

Very truly yours,

GIBBONS & REED CO.

/s/ A. V. Toolson
A. V. Toolson
Project Manager

cc:Oregon State Highway Department
Attn: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

cc:Union Pacific Railroad Co.
Office of the Superintendent
2525 North Larabee Avenue
Portland, Oregon

cc:Continental Casualty Co.
320 East 4th South Street
Salt Lake City, Utah

RECEIVED
FOR FILING

[illegible]

C
O
P
Y

February 20, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This will acknowledge receipt of your letterof February 13 stating you expect to present a claim for damage by blasting operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway, said damage occurring on February 4 at Railroad M.P. 54.2 and on February 6 at Railroad M.P. 52.5.

BFI-174(12)
" 602

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

Union Pacific Railroad Company
Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

C
O
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Y

February 13, 1953
(File No. D 315 - 2 - 37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O Box 223
Cascade Locks, Oregon

Lloyd's, London
c/O Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Oregon State Highway Department
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen:

Please refer to Underwriters of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that on February 4, 1953 at Railroad M.P. 54.2 the Railroad's Signal and communication lines and track structure were damaged; and again on February 6th, 1953 at Railroad M.P. 52.5 the Railroads signal and communication lines were damaged. Both occurrences were caused by blasting operations of the Highway contractor, Gibbons & Reed Company.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,

/s/ A. McAllister

A. McALLISTER,
Superintendent

RECEIVED
JAN [illegible] 1953
FOR FILING

January 13, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This is to acknowledge receipt of your letter of January 9, advising of damage to track structure at Railroad M.P. 54.2 on December 23, 1952, caused by operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek and Warren Creek-Viento Creek Sections of the relocated Columbia River Highway

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

JANUARY 9, 1953

(File D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 W. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

☞ cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-445171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that the Railroads' track structure at Railroad M.P. 54.2 was damaged December 23, 1952 by the operations of highway contractor, Gibbons & Reed Company.

We expect to present a claim for this damage when the amount has been determined.

Please acknowledge receipt of this letter.

Yours very truly,

A. McAllister
A. McAllister,
Superintendent

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JAN 1[illegible] 1953

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JAN 15 1953
FOR FILING

RFI - 124 (12)

2603

January 12, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

Receipt is acknowledged of your letter of January 6, advising that the Railroad Company's temporary underpass Bridge 51.8 was damaged December 30, 1952 by operations of Gibbons & Reed Company, contractor on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

January 6, 1953

(File Ref. D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

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320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
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P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Dept.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroads' temporary underpass Bridge 51.8 was damaged December 30, 1952 by the operations of Highway Contractor, Gibbons & Reed Company.

We expect to present claims for this damage when the amount has been determined.

Please acknowledge receipt of this notice.

Yours very truly,

A. McAllister,
Superintendent

~~Form~~ PR 2 (Revised 1946)

State Oregon
Project No. BFI-174(13)

Federal Aid Bond Issue

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 24th day of July, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of five hundred seventy-nine thousand and 00/100 dollars ($579,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

~~(a) By the State~~ Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.:

(Include date and citation of act of legislature which authorized)

~~(b) From other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 686+00 in the NW 1/4, Section 4, T. 2 N., R. 9 E., W.M., and survey station 784+20 at the east boundary of Section 34, T. 3 N., R. 9 E., W.M., without exception,

, length 1.842 miles, in Hood River County, being Oregon Federal Aid / Bond Issue project No. BFI-174(13), consisting of 1.842 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

16—11379-2

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **five hundred seventy-nine thousand and 00/100** dollars ($579,000.00), which does not exceed the authorized Federal pro rata share of **nine hundred thirty-three thousand, six hundred ninety-six and 50/100** dollars ($933,696.50), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:

(Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL:

W H Lynch
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________________

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. A. McLean

Member, State Highway Commission
(Title of officer)

By ______________________________

____
(Title of officer)

By ______________________________

____
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
AUG 31 1952
OREGON DISTRICT

RECEIVED
JAN [illegible] 3
OREGON DISTRICT

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

U. S. GOVERNMENT PRINTING OFFICE 16—11370-2

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AUG 3 L 1952
OREGON DISTRICT

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ay and year f

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (13)

WARREN CREEK-VIENTO SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 18, 1952

Type Code 6201
Roadway (Sta. 686+00 to 784+20)

All Required		Clearing and Grubbing		$ 20,000.00
480	cu. yds.	Structural Excavation, Unclassified	$ 3.75	1,800.00
237,200	cu. yds.	General Excavation, Unclassified	1.40	332,080.00
769,400	cu. yds.	Special Borrow Excavation, Unclassified	0.36	276,984.00
2,614,000	yd. stas.	Short Overhaul	0.015	39,210.00
18,500	C-yd. stas.	Long Overhaul	0.40	7,400.00
All Required		Removal of Hauling Road Bridge		12,000.00
1.84	miles	Finishing Roadbed and Slopes	1,500.00	2,760.00
4,000	lin. ft.	Rounding Cutbanks	0.13	520.00
40	lin. ft.	12-inch Concrete Pipe	2.35	94.00
330	lin. ft.	18-inch Corrugated Metal Pipe	4.50	1,485.00
300	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	6.00	1,800.00
100	lin. ft.	24-inch Corrugated Metal Pipe	6.50	650.00
100	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe	14.50	1,450.00
180	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	24.00	4,320.00
270	cu. yds.	Class "A" Concrete	75.00	20,250.00
44,000	lbs.	Metal Reinforcement	0.13	5,720.00
106	only	Concrete Sight Posts	10.00	1,060.00
5,000	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	3.85	19,250.00
27,000	cu. yds.	3" - 0 Material in Base	1.60	43,200.00
4,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	1.65	7,095.00
650	M-gals.	Sprinkling	2.00	1,300.00
1.84	miles	Preparation of Base, Main Highway	300.00	552.00
0.34	miles	Preparation of Base, Detour Roads	1,000.00	340.00
300	cu. yds.	3/4" - 0 Material in Binder Course	5.00	1,500.00
48	tons	Furnishing and Placing RC-3 Asphalt	50.00	2,400.00
140	cu. yds.	Furnishing and Placing Aggregates	6.00	840.00
12	tons	Furnishing and Placing 150-200 Asphalt	70.00	840.00

5,500	tons	Class "B" Asphaltic Concrete	$ 7.25	$ 39,875.00
24	tons	RS-1 Emulsified Asphalt	50.00	1,200.00
140	cu. yds.	Aggregate in Seal Coat	6.00	840.00
			Subtotal	$848,815.00
			10% Engr. & Cont.	84,881.50
			Total	$933,696.50

Length	1.842 miles
Cost per Mile	$506,893.07

Federal Aid Funds- -	$579,000.00
State Funds- -	354,696.50
	$933,696.50

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (13)

3603

WARREN CREEK-VIENTO SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1951

Type Code 6201
Roadway (Sta. 686+00 to 784+20)

All Required		Clearing and Grubbing		$ 22,000.00
480	cu. yds.	Structural Excavation, Unclassified	$4.00	1,920.00
237,200	cu. yds.	General Excavation, Unclassified	1.40	332,080.00
769,400	cu. yds.	Special Borrow Excavation, Unclassified	0.55	423,170.00
2,614,000	yd. stas.	Short Overhaul	0.015	39,210.00
18,500	C-yd. stas.	Long Overhaul	0.50	9,250.00
All Required		Removal of Hauling Road Bridge		6,000.00
1.84	mile	Finishing Roadbed and Slopes	800.00	1,472.00
4,000	lin. ft.	Rounding Cutbanks	0.20	800.00
40	lin. ft.	12-inch Concrete Pipe	2.50	100.00
330	lin. ft.	18-inch Corrugated Metal Pipe	4.25	1,402.50
300	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	5.00	1,500.00
100	lin. ft.	24-inch Corrugated Metal Pipe	6.25	625.00
100	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe	14.00	1,400.00
180	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	20.00	3,600.00
270	cu. yds.	Class "A" Concrete	65.00	17,550.00
44,000	lbs.	Metal Reinforcement	0.14	6,160.00
106	only	Concrete Sight Posts	10.00	1,060.00
5,000	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	13,750.00
5,000	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
27,000	cu. yds.	3" - 0 Material in Base	1.75	47,250.00
4,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	9,675.00
650	M-gals.	Sprinkling	3.00	1,950.00
1.84	miles	Preparation of Base, Main Highway	300.00	552.00
0.34	miles	Preparation of Base, Detour Roads	250.00	85.00
300	cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,125.00

48	tons	Furnishing and Placing RC-3 Asphalt	$45.00	$ 2,160.00
140	cu. yds.	Furnishing and Placing Aggregates	4.00	560.00
12	tons	Furnishing and Placing 150-200 Asphalt	45.00	540.00
5,500	tons	Class "B" Asphaltic Concrete	6.50	35,750.00
24	tons	RS-1 Emulsified Asphalt	47.00	1,128.00
140	cu. yds.	Aggregate in Seal Coat	5.00	700.00
			Subtotal	$ 984,524.50
			10% Engr. & Cont.	98,452.45
			Total	$1,082,976.95

Length 1.842 miles
Cost per mile $587,935.36

Federal Aid Funds- -	$ 671,000.00
State Funds- -	411,976.95
	$1,082,976.95

Oregon State Highway Department

Federal Aid Project
No. RFI-174 (13)

WARREN CREEK-VIENTO SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 20, 1951

Type Code 6201
Roadway (Sta. 686+00 to 784+20)

All Required		Clearing and Grubbing		$ 22,000.00
480	cu. yds.	Structural Excavation, Unclassified	$4.00	1,920.00
237,200	cu. yds.	General Excavation, Unclassified	1.40	332,080.00
769,400	cu. yds.	Special Borrow Excavation, Unclassified	0.55	423,170.00
2,614,000	yd. stas.	Short Overhaul	0.015	39,210.00
18,500	C-yd. stas.	Long Overhaul	0.50	9,250.00
All Required		Removal of Hauling Road Bridge		6,000.00
1.84	mile	Finishing Roadbed and Slopes	800.00	1,472.00
4,000	lin. ft.	Rounding Cutbanks	0.20	800.00
40	lin. ft.	12-inch Concrete Pipe	2.50	100.00
330	lin. ft.	18-inch Corrugated Metal Pipe	4.25	1,402.50
300	lin. ft.	18-inch Extra Strength Corrugated Metal Pipe	5.00	1,500.00
100	lin. ft.	24-inch Corrugated Metal Pipe	6.25	625.00
100	lin. ft.	36-inch Extra Strength Corrugated Metal Pipe	14.00	1,400.00
180	lin. ft.	48-inch Extra Strength Corrugated Metal Pipe	20.00	3,600.00
270	cu. yds.	Class "A" Concrete	65.00	17,550.00
44,000	lbs.	Metal Reinforcement	0.14	6,160.00
106	only	Concrete Sight Posts	10.00	1,060.00
5,000	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	13,750.00
5,000	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)
27,000	cu. yds.	3" - 0 Material in Base	1.75	47,250.00
4,300	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	9,675.00
650	M-gals.	Sprinkling	3.00	1,950.00
1.84	miles	Preparation of Base, Main Highway	300.00	552.00
0.34	miles	Preparation of Base, Detour Roads	250.00	85.00
300	cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,125.00

48	tons	Furnishing and Placing RC-3 Asphalt	$45.00	$ 2,160.00
140	cu. yds.	Furnishing and Placing Aggregates	4.00	560.00
12	tons	Furnishing and Placing 150-200 Asphalt	45.00	540.00
5,500	tons	Class "B" Asphaltic Concrete	6.50	35,750.00
24	tons	RS-1 Emulsified Asphalt	47.00	1,128.00
140	cu. yds.	Aggregate in Seal Coat	5.00	700.00
			Subtotal	$ 984,524.50
			10% Engr. & Cont.	98,452.45
			Total	$1,082,976.95

Length	1.842 miles
Cost per mile	$587,935.36

Federal Aid Funds- -$ 671,000.00

State Funds- 411,976.95

$1,082,976.95

WARREN CREEK-VIENTO SECTION

PROJECT NO. BFI-174 (13)

All necessary rights of way have been acquired for this project, except those portions of the right of way which encroach upon the Union Pacific Company's property, but it is now believed that rights of entry can be obtained from the railroad company within twenty-one days.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

September 20, 1951

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project FI-174(13), Warren Creek-Viento Section of the Columbia River Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authority to advertise for bids is not to be construed as assurance that critical materials required in the construction of this project can be secured with or without priority.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. POLK
Acting District Engineer

September 21, 1951

Mr. C. G. Polk
Acting District Engineer
Department of Commerce
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover six copies of estimate and four copies of right of way statement to accompany plans and specifications for the Warren Creek-Viento Section, Project No. BFI-174 (13).

Also are being sent six bid proposals and one set of full scale plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JWN:gs

RECEIVED
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FOR FILING

F71-1[illegible]

3[illegible]

December 19, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon.

Your File: D 315-2-37

Dear Sir:

Receipt is acknowledged of your letter under date of December 16 advising that Railroad and Telegraph Company property were damaged by the operations of the highway contractor on the Gorton Creek-Warren Creek and Warren Creek-Viento Creek Sections of the Columbia River Highway, said damage occurring at Railroad M.P. 52.0, M.P. 52.5 and M.P. 52.2.

See Contract # [illegible] F71-1[illegible] ([illegible])

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

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FOR FILING

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September 26, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

This is to acknowledge receipt of your registered letter of September 22, advising of damages to railroad property as a result of blasting operations by Gibbons & Reed Company on August 14 and August 25 during construction work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

SEPTEMBER 22, 1952

(Refer to File D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, Kine & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

☞ cc: Oregon State Highway Comm.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

W. C. WILLIAMS

Gentlemen:

Please refer to underwriter's of Lloyd's, London Certificate No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property and injury, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad property was damaged by the operations of State Highway Contractor, Gibbons & Reed Company on August 14, 1952 at M.P. 52.5 as a

#2

Continental Casualty Company
    Chicago, Illinois
    Salt Lake City, Utah

September 22, 1952

Lloyd's, London
    San Francisco, Calif.
    Portland, Oreg.

result of blasting which damaged rock fence and aerial fence, a part of our signal installations; and on August 25, 1952 at M.P. 52 further damage was done to signal installations and track.

We will expect to present claims for this damage when the amount is determined.

Please acknowledge receipt of this notice?

Yours very truly,

A McAllister

A. McAllister,
Superintendent

RECEIVED
SEP 25 1952
FOR FILING

RFI - 174 (1)

[illegible]

September 19, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-37

Dear Sir:

Receipt is acknowledged of your registered letter advising of damage to your tracks as a result of blasting operations by the Gibbons & Reed Company on September 15, 1952 during construction work on the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Section of the Columbia River Highway in Hood River County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

UNION PACIFIC RAILROAD COMPANY
OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

SEPTEMBER 17, 1952

(Refer to File D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Continental Casualty Company
Chicago, Illinois

Continental Casualty Company
320 E. 4th South Street
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome Street
San Francisco 4, California

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Avenue
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3d South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

~~cc:~~ Oregon State Highway Comm.
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property and injury, occurring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad property was damaged and their operation interrupted by Highway Contractor, Gibbons & Reed Company.

This occurrence was the result of blasting operations by the Contractor at about 10:00 A.M., September 15, 1952 at approximately Railroad M.P. 52.8 near Lindsey, Oregon, and resulted in damage to the track and in closing the railroad to operations for about 12 hours, making it necessary to detour two passenger trains.

#2
Continental Casualty Company,
Chicago, Illinois
Salt Lake City, Utah

September 17, 1952

Lloyd's, London
c/o Rathbone, King & Seeley
San Francisco, Calif.

Lloyd's, London
c/o Rathbone, King & Seeley
Portland, Oregon

We expect to present claims for this damage when the amount is determined.

Please acknowledge receipt of this letter.

Yours very truly,

A McAllister
A. McAllister,
Superintendent

RECEIVED
JUL 15 1952
FOR FILING

[illegible] (13)

3

UNION PACIFIC RAILROAD COMPANY
Office of Superintendent
2525 N. Larabee Ave.,
Portland 12, Oregon

July 1, 1952
(File D 315-2-37)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

COPY

Continental Casualty Company
Chicago, Ill.

Continental Casualty Company
320 E. 4th St.,
Salt Lake City, Utah

Lloy'd, London
c/o Rathbone, King and Seeley
114 Sansome Street
San Francisco 4, California

Lloy'ds London
c/o Rathbone, King & Seeley
310 S. W. 4th Ave.,
Portland 4, Oregon

cc: Gibbons & Reed Company
229 W. 3rd South Street
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Com.,
Atten: Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon.

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and the Western Union Telegraph Company, covering damage to property and injury, occuring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon-Washington Railroad Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad and Telegraph Company property was damaged including 18 communication and signal libe on June 23, 1952, at Railroad M.P. 54.3 by the operation of Highway Contractor, Gibbons & Reed Company.

We expect to present claims for this damage when the amount is determined.

Please acknowledge receipt of this letter,

Yours very truly,

A. McAllister,
Superintendent.

RECEIVED
J[illegible] 1952
FOR FILING

B71 [illegible]

[illegible]

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

June 23, 1952

REGISTERED MAIL

Continental Casualty Co.,
320 N. E. 4th South Street,
Salt Lake City, Utah

Lloyd's, London
c/o Rathbone, King & Seeley
114 Sansome St.,
San Francisco, Calif.

Lloyd's, London
c/o Rathbone, King & Seeley
310 S. W. Fourth Sve.,
Portland 4, Oregon.

cc: Gibbons & Reed Company
229 W. 3rd South St.,
Salt Lake City, Utah

cc: Gibbons & Reed Company
P. O. Box 223
Cascade Locks, Oregon

cc: Oregon State Highway Comm.,
Atten: Mr. R. H. Baldock
State Hwy. Engineer
Salem, Oregon.

Gentlemen:

Please refer to underwriter's of Lloyd's, London Cert. No. L-37247 and the primary insurance, Continental Casualty Company Policy No. GPL-845171 in favor of Oregon-Washington Railroad & Navigation Company, covering the damage to property and injury occuring during the construction of the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Creek Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above-mentioned policies, Oregon Washington Railroad & Navigation Company and Union Pacific Railraod Company hereby notify you that Railraod Company and Telegraph Company property has been damaged and persons injured by the operations of the Highway Contractor, as follows:

April 21, 1952 -- RR. MP 53.9
18 telegraph wires and 2 crossarms broken

April 30, 1952 RR. MP 54.3
6 telegraph wires broken

May 7, 1952 - RR. MP 54.3
2 rails damaged requiring replacement

May 19, 1952 - RR. MP 53.7
4 communication wires broken

June 11, 1952 - RR MP 54.3
31 communications and signal wires broken

June 13, 1952 - RR MP 52
Signal equipment damaged.

June 16, 1952 - RR MP 53.9
Damage to Bridge No. 53.9

June 17, 1952 - RR MP 53.9
Railroad employe injured by Contractor's equipment.

June 19, 1952 - RR MP 54.3
10 communication and signal wires broken

We expect to present claims for these damages when the amounts have been determined.

Yours very truly

A. McCallister (signed)
Superintendent

RECEIVED
FOR FILING
FORM E-20X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1952

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between Gibbons & Reed and the Schrader Construction Company, covering Items 2, 7, 16 and 17 on the Warren Creek - Viento Section, Contract No. 3603, Ore. BFI-174 (13), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

cc W. C. Williams ✓
C. G. Polk (2)

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

BFI-174 (13)

[illegible]

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1952

SUBJECT:

To:

Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Dear Sir:

The subcontract between Gibbons & Reed and Cody Logging Company covering Item No. 1 on Contract No. 3603, Warren Creek - Viento Section, Ore. BFI-174 (13), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

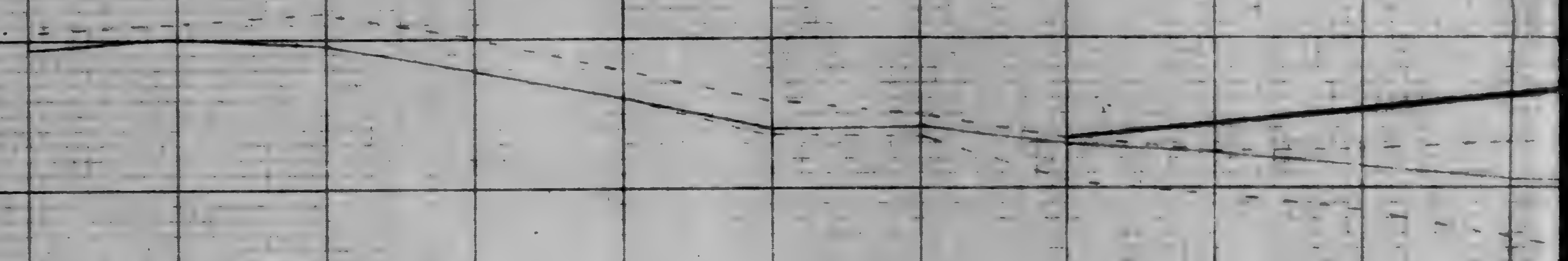
By

Edwin A. Pease
Construction Office Engineer

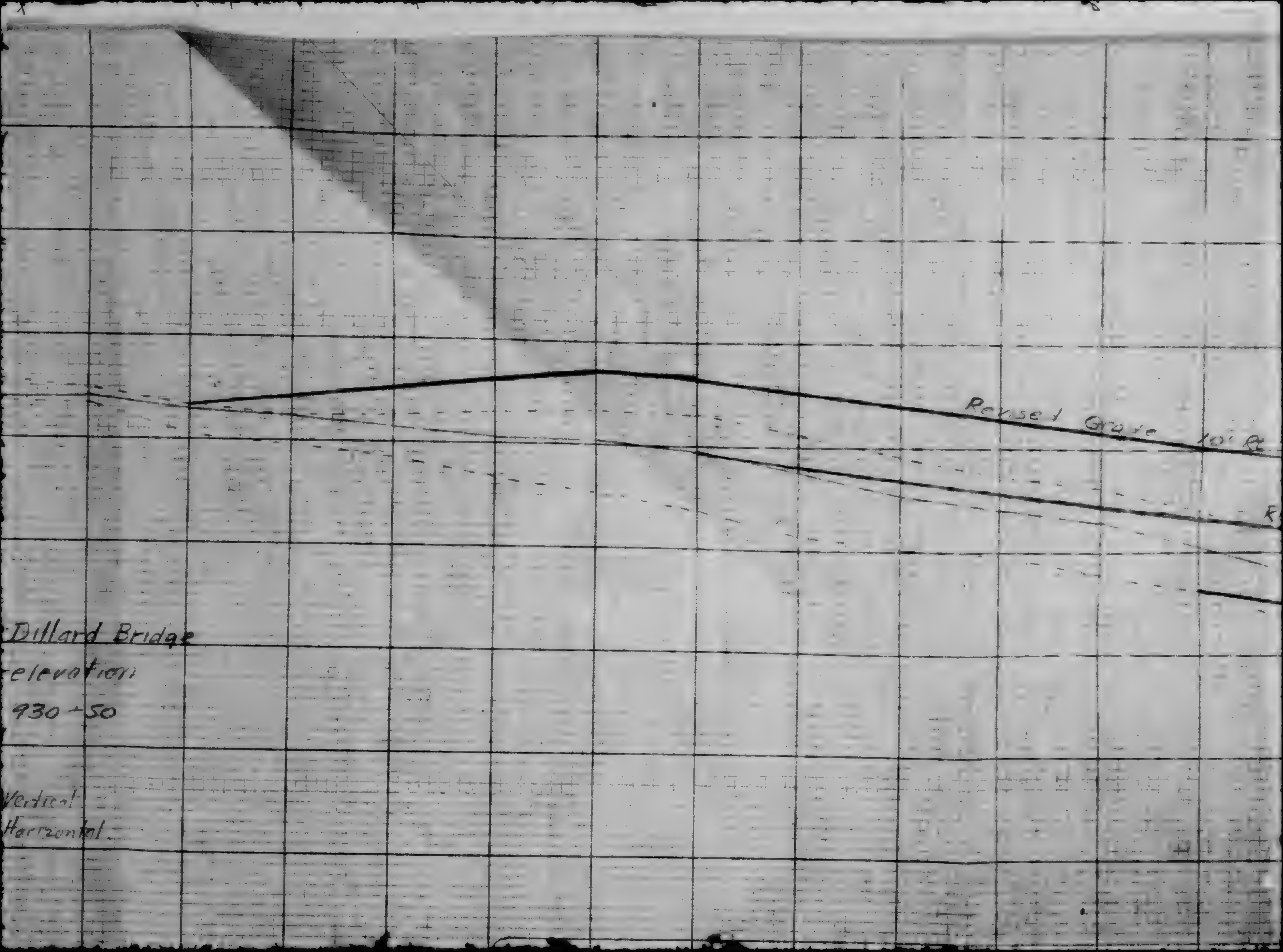
EAP:sh

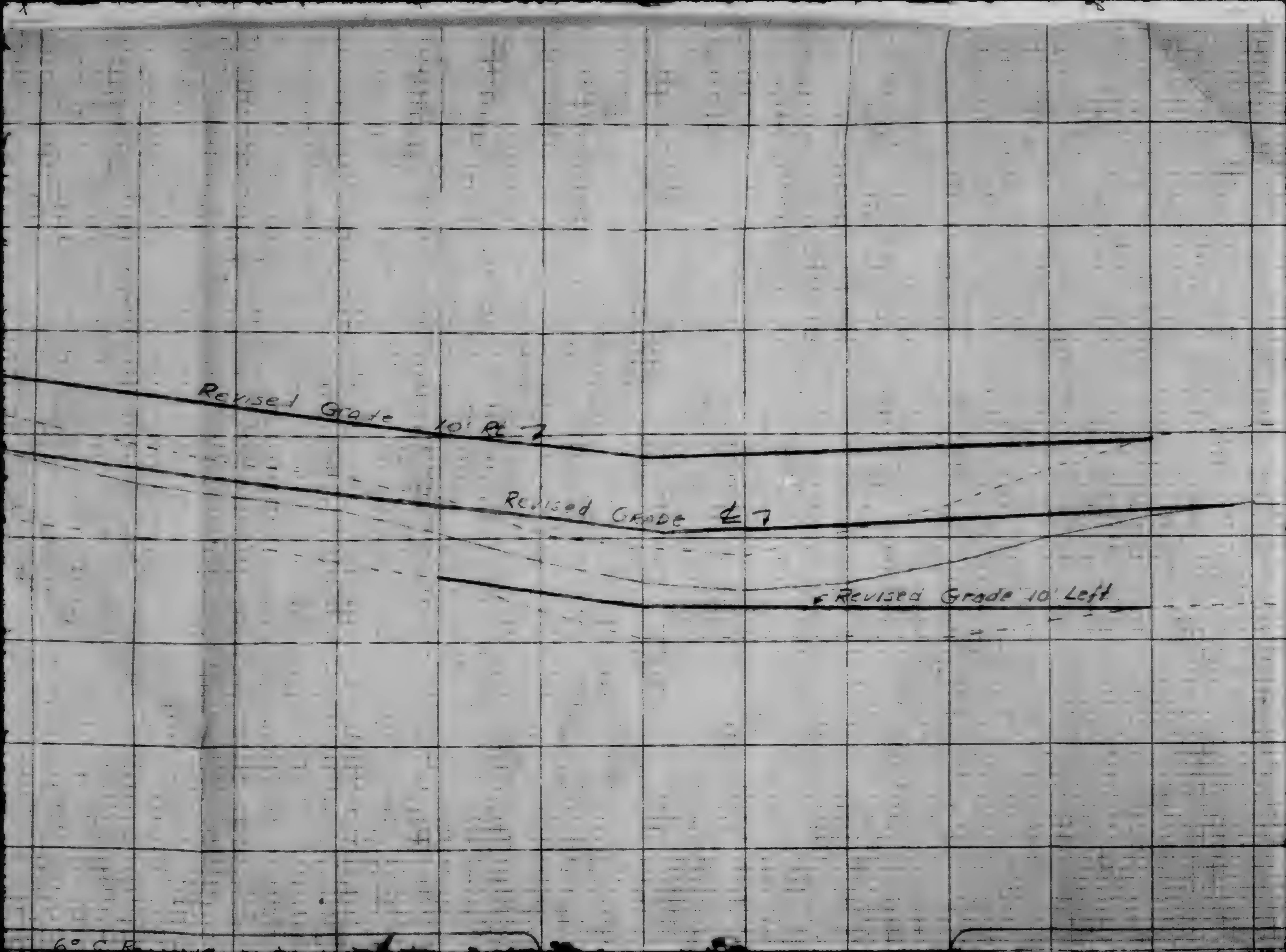
cc W. C. Williams
C. G. Polk (2)

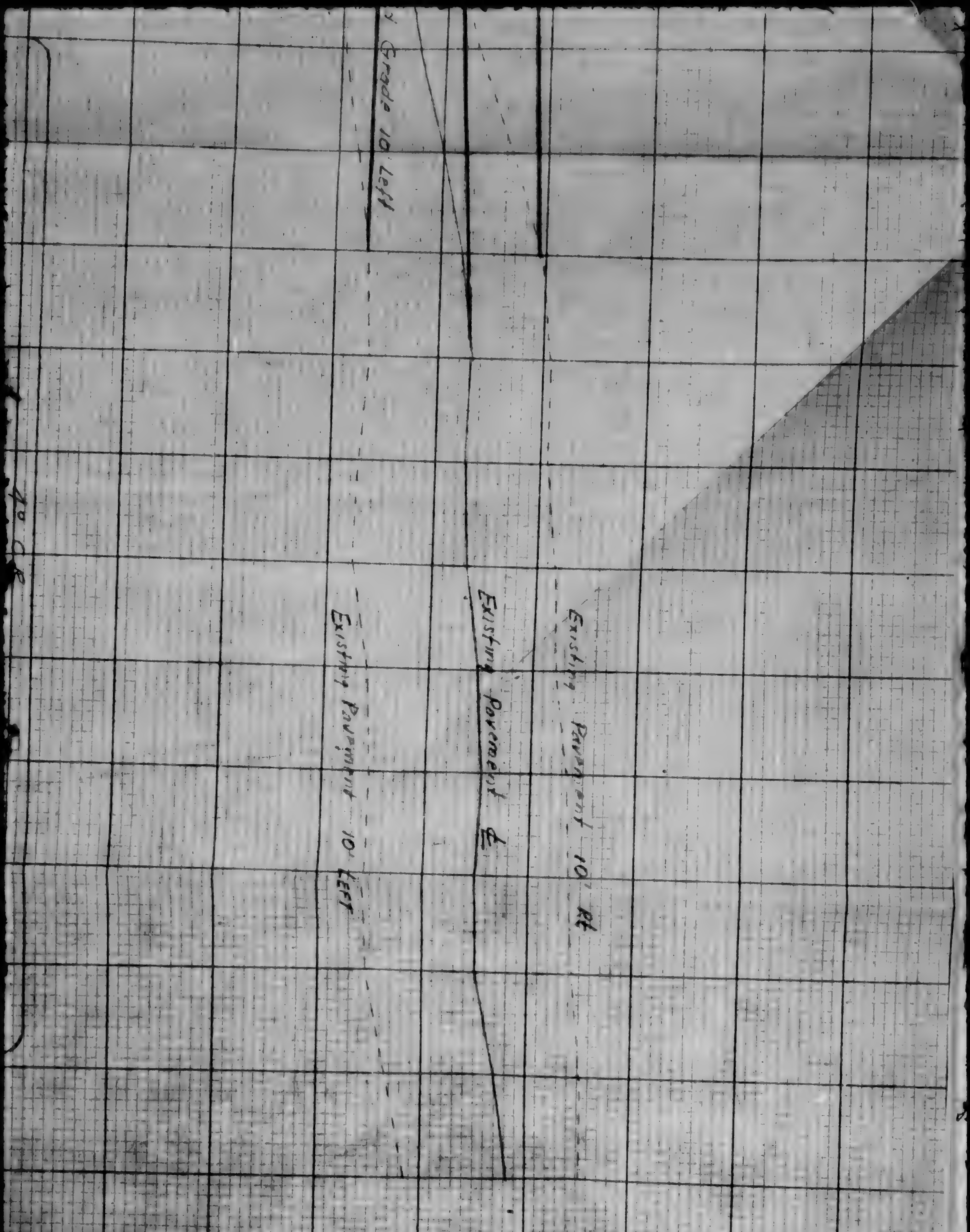
1

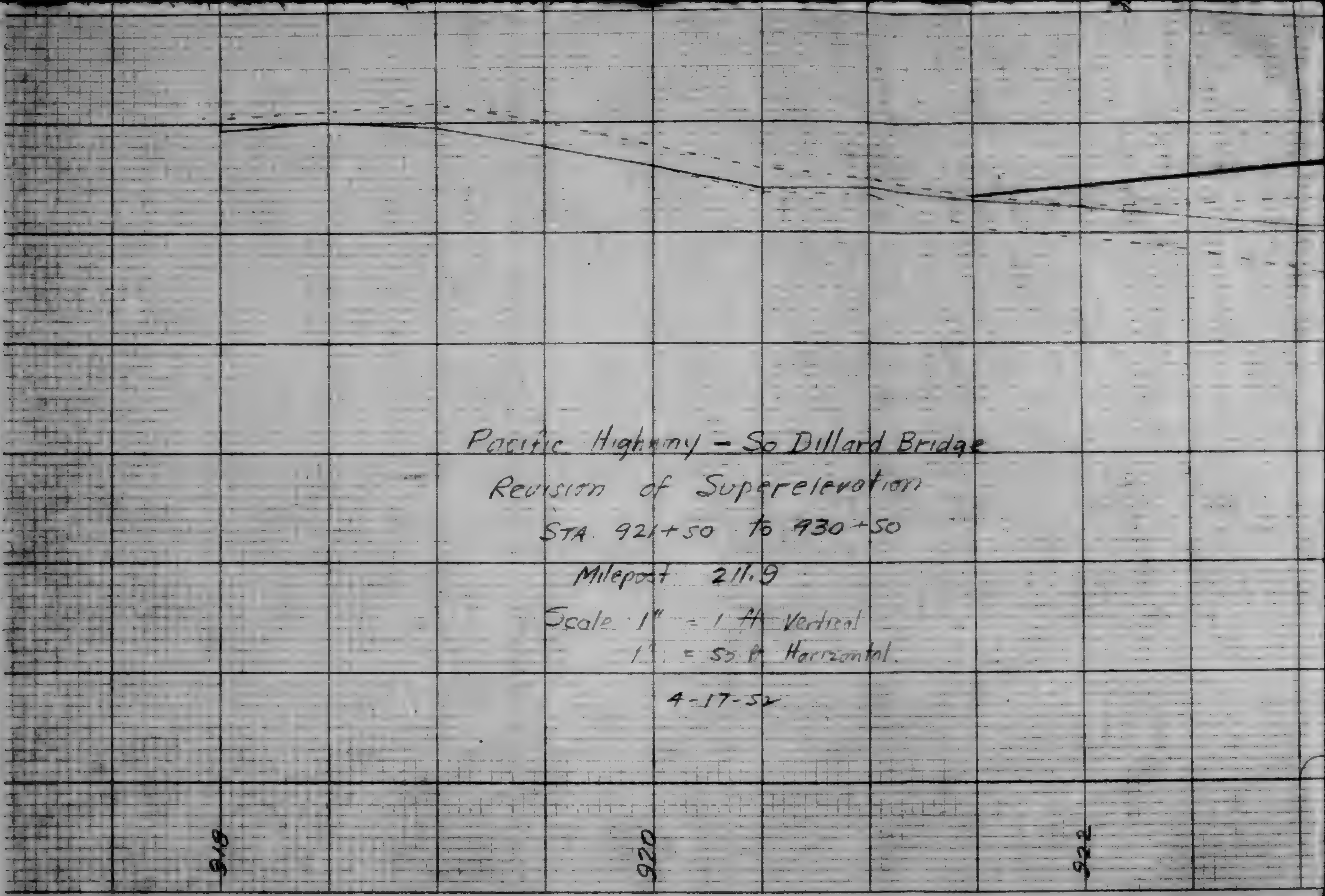


Pacific Highway - So Dillard Bridge
Revision of Superelevation
STA. 921+50 to 930+50
Milepost 211.9
Scale: 1" = 1 ft Vertical
1" = 50 ft Horizontal
4-17-52

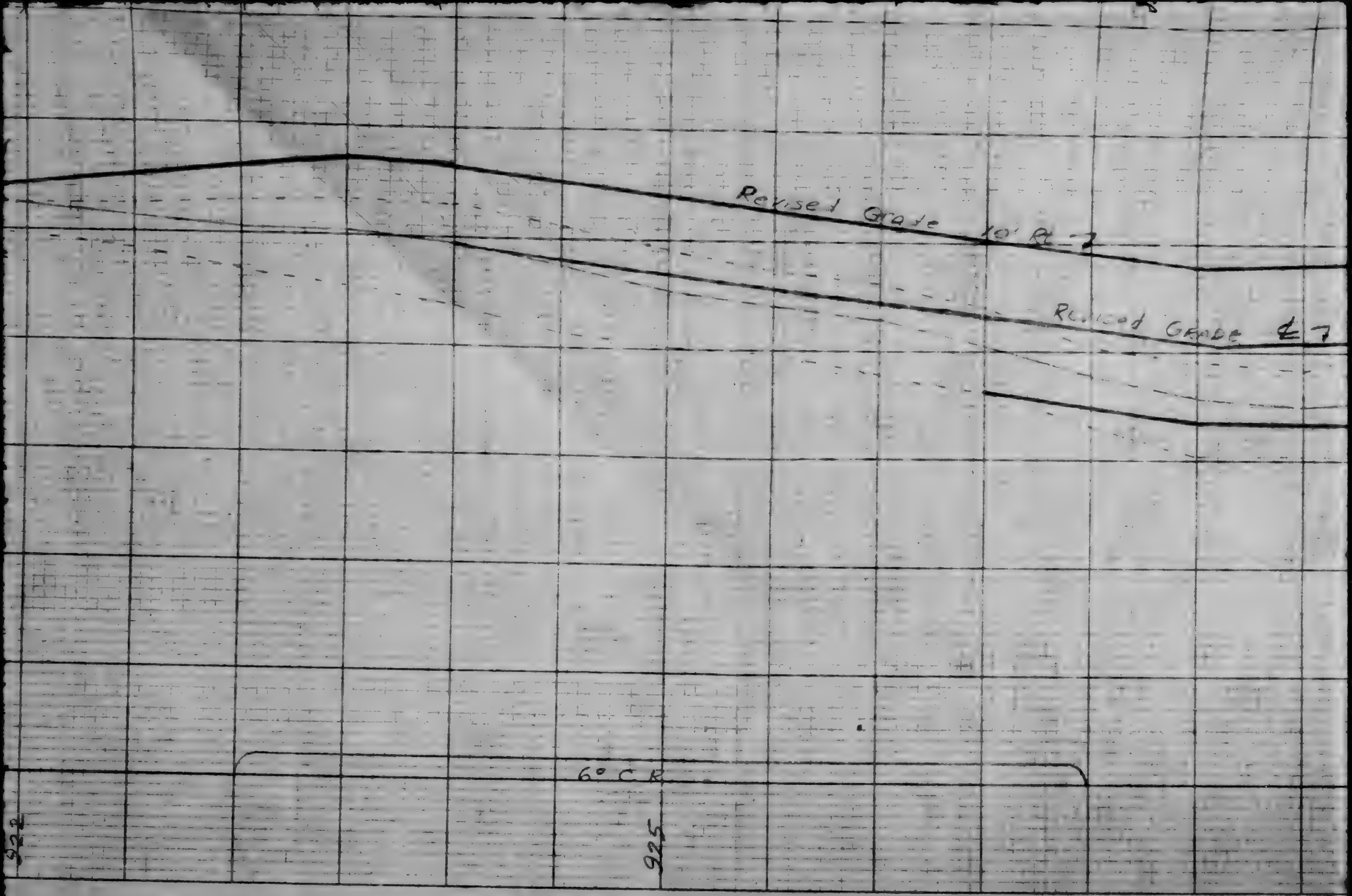

Dillard Bridge
elevation
930-50
Vertical
Horizontal
Revised Grade 10' Rt
R

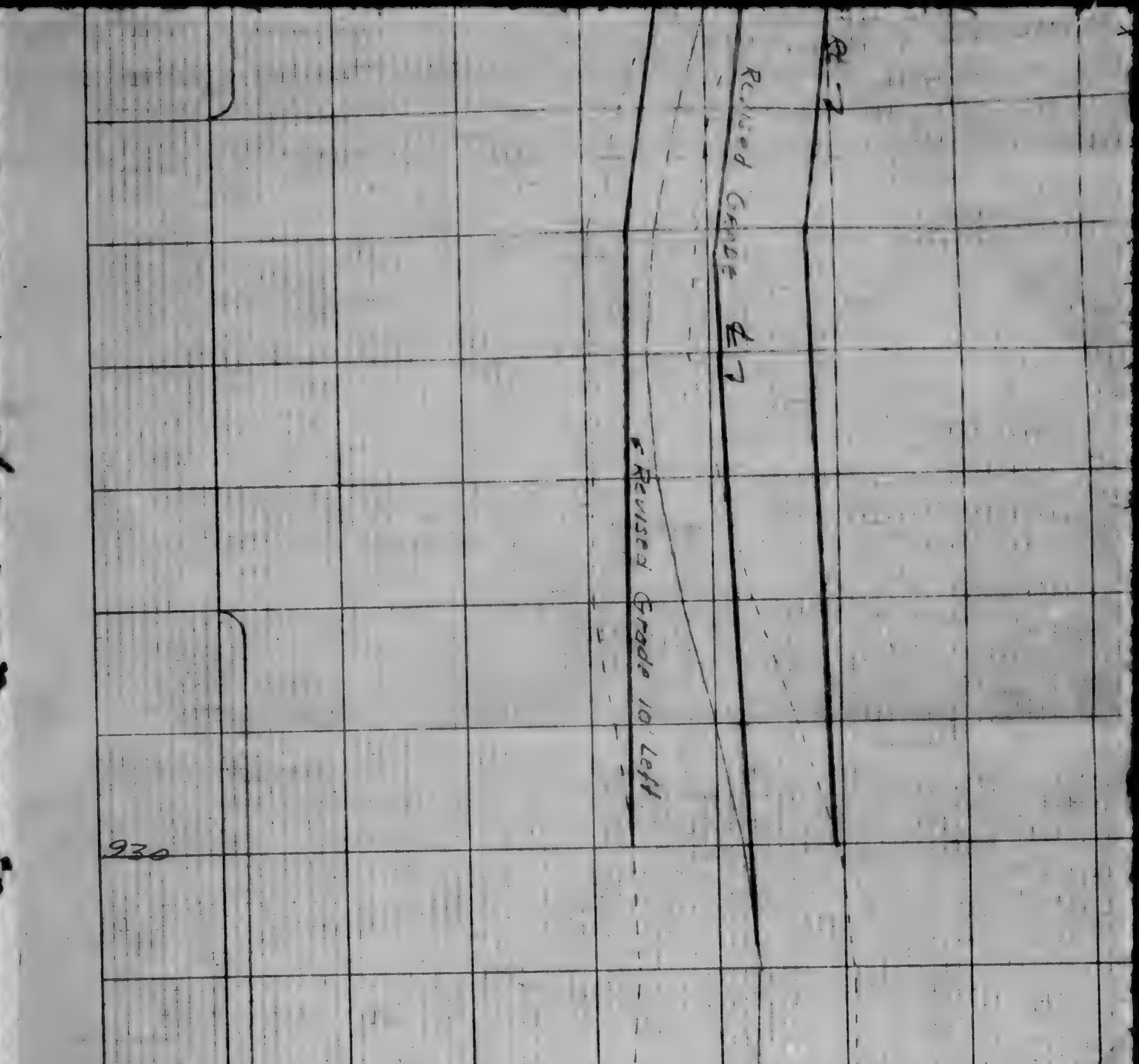

Revised Grade 10' Rt
Revised Grade ℄
Revised Grade 10' Left
6° C.B

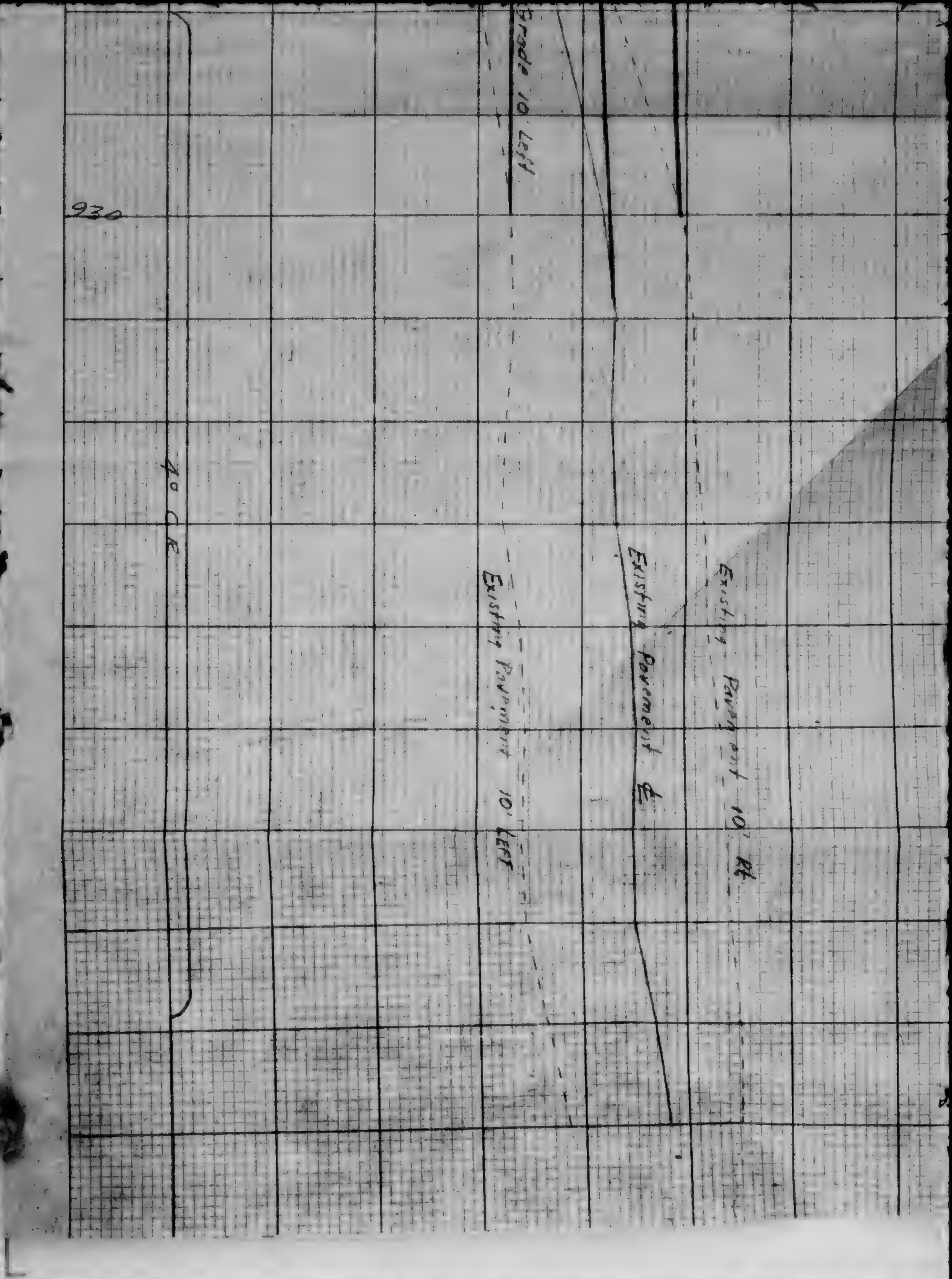

Grade 10 Left
Existing Pavement 10' Rt
Existing Pavement ℄
Existing Pavement 10' Left
40 C8



Pacific Highway - So Dillard Bridge
Revision of Superelevation
STA 921+50 to 930+50
Milepost 211.9
Scale 1" = 1 ft Vertical
1" = 50 ft Horizontal
4-17-52


Revised Grade 10' Rt -7
Revised Grade ℄ 7
6° C R
922
925


Rt 7
Revised Grade ℄ 7
Revised Grade 10' Left
930
4° CR
Existing Pavement 10'
Existing Pavement ℄
Existing Pavement


930
Grade 10' Left
4° C R
Existing Pavement 10' LEFT
Existing Pavement ℄
Existing Pavement 10' Rt

RECEIVED

FOR FILING

January 30, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on January 24, 1952 on Contract No. 3603, Warren Creek-Viento Section, in connection with Federal Aid Project No. BFI-174 (13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:cw

RECEIVED
JAN [illegible] 1952
FOR FILING

January 29, 1952

Gibbons & Reed Co.
259 West 3rd South
Salt Lake City, Utah

Gentlemen:

We enclose herewith, for your records and files, two fully executed copies of contracts which were awarded to you on December 10, 1951, as follows:

> Contract No. 3602, covering bridge construction, grading and paving on the Gorton Creek-Warren Creek Section on the Columbia River Highway in Hood River County.
>
> Contract No. 3603, for grading and paving on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County.

We are also sending an executed copy of each of the above contracts to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls. 2

Recorded [illegible]

RECEIVED
JAN [illegible] 1952
FOR FILING

December 10, 1951

Gibbons & Reed Company
259 West 3rd South Street
Salt Lake City, Utah

Gentlemen:

The State Highway Commission on October 11th accepted your proposal for work on the Gorton Creek-Warren Creek Section of the Columbia River Highway in Hood River County for the sum of $1,447,754 using concrete or metal guard fence posts, and the Commission also accepted your proposal for work on the Warren Creek-Viento Section of the Columbia River Highway in Hood River County for the sum of $848,815 using concrete or metal guard fenceposts. Contracts Nos. 3602 and 3603 were awarded to you subject to clearance of right of way and receipt of concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing copies of the proposal forms which contain specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

mk
Enc.

cc - R. G. Smith
S. H. Probert
G. S. Paxson
W. M. Fransen (S.I.A.C.)
Goldie Lewis

TIC SERVICE ck the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	SERIAL
DAY LETTER	NIGHT LETTER

WESTERN UNION

JOSEPH L. EGAN, PRESIDENT

1206

INTERNATIONAL SERVICE Check the class of service desired; otherwise this message will be sent at the full rate	
FULL RATE	DEFERRED
CODE	NIGHT LETTER

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

8:30 a.m.
December 10, 1951
Salem, Oregon

Gibbons & Reed Co.
259 West 3rd South Street
Salt Lake City, Utah

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving on Warren Creek-Viento Section of Columbia River Highway in Hood River County for which you submitted low bid on October 11, 1951. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
C. W. Head
Accounting (5001-900)
Files

A NEW CURTIS SERVICE

Telegraph your order for America's favorite magazines—HOLIDAY, 1 yr., $5 • the Post, 1 yr., $6 • LADIES' HOME JOURNAL, 1 yr., $3. All prices U. S. only. No charge for wire. Pay Western Union clerk for subscription or when billed by publisher.

Publisher will, on subscriber's request, refund full amount paid for copies not previously mailed. Prices subject to change without notice.

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FOR FILING

667-194(12)

36-35

December 10, 1951

C
O
P
Y

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

We will appreciate your proceeding immediately with the construction of the haul-road bridges on the Gorton Creek-Warren Creek Warren Creek-Viento, and Wygant Park-Hood River sections, starting with the first project listed below and building them in the order shown:

Wygant Park-Hood River Section:

Pass opposite Highway Station 930±75 (R.R. Station 982±50)
Pass opposite Highway Station 863±00 (R.R. Station 915±80)

Gorton Creek-Warren Creek Section:

Pass opposite Highway Station 555±50 (R.R. Station 614±80)
Pass opposite Highway Station 591±90 (R.R. Station 654±00)

Warren Creek-Viento Section:

Pass opposite Highway Station 718±00 (R.R. Station 764±50)
Pass opposite Highway Station 740±30 (R.R. Station 782±65)

Mr. L. V. Blickenstaff, Hall Building, Hood River (Phone 4012), will be resident engineer on the Wygant Park-Hood River Section; Mr. C. A. Peterson, Box 763, Bonneville (Phone 440), on the Gorton Creek-Warren Creek Section; and Mr. Clay Cornett, City Hall, Cascade Locks (Phone 8492), on the Warren Creek-Viento Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar me
cc Mr. H. G. Smith

Files

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DEC 13 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

December 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of December 7, 1951 advising that all rights of entry have been obtained for Oregon Project BFI-174(13), Warren Creek-Viento Section of the Columbia River Highway, we hereby concur in award of contract as of December 10, 1951 to Gibbons and Reed Company, 259 West 3rd Street, Salt Lake City, Utah, low bidder in the amount of $848,815.00 at the October 11, 1951 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

RECEIVED
DEC 20 1951
FOR FILING

FI-174 (13)

December 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

May we have your concurrence in the award on December 10 of contract for grading and paving on the Warren Creek-Viento Section, Project FI-174 (13), to Gibbons & Reed Co. of Salt Lake City, Utah, on the basis of their bid in the amount of $848,815 (using concrete or metal guard fence posts) submitted on October 11, 1951.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
NOV 1 1951
FOR FILING

B71-1774(13)

3603

October 30, 1951

3:95

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

In reply to your letter of October 18, 1951, requesting an estimate of grading for the railroad change on the Gorton Creek-Viento Section, detailed estimates are being enclosed for the Gorton Creek-Warren Creek Section and the Warren Creek-Viento Section, with a list of culverts on each section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar me

Encl.

cc Mr. H. G. Smith

GORTON CREEK-WARREN CREEK

List of Culverts

18"	76'	R.R.	Rev.	Sta.	586+25	Extra	Strength	Pipe
18"	64'	"	"	"	616+96	"	"	"
18"	50'	"	"	"	628+64	"	"	"
42"	70'	"	"	"	654+90	"	"	"

WARREN CREEK-VIENTO

List of Culverts

18"	67'	R.R.	Rev.	Sta.	747+26	Extra	Strength	Pipe
18"	90'	"	"	"	747+71	"	"	"
48"	90'	"	"	"	748+71	"	"	"
18"	46'	"	"	"	779+62	"	"	"
18"	62'	"	"	"	785+88	"	"	"

8 x 8 Reinforced Concrete Box Culvert - R.R. Rev. Sta. 764+29

WARREN CREEK-VIENTO

Clearing & Grubbing			$5,000
Structural Excavation	180	Cu. Yd. at $3.75	675
General Excavation	120,000	" " " 1.40	168,000
Special Borrow	500,000	" " " 0.36	180,000
Short Overhaul	1,500,000	Sta. Yd. at .015	22,500
Long Overhaul	10,000	"C" Yd. Sta. at 0.40	4,000
Construction & Removal of Haul Road Bridge			6,000
Finishing Roadbed & Slopes	1.17	Miles at 500.00	585
18" Extra Strength Culvert Pipe	265	Lin. Ft. at $6.00	1,590
48" Extra Strength Culvert Pipe	90	" " " 24.00	2,160
Class "A" Concrete	90	Cu. Yd. at 75.00	6,750
Metal Reinforcement	16,000	Lb. at 0.13	2,080
			$399,340
	12½% Engineering & Contingencies		49,917
			$449,257

ASSIGNMENT

No. 2981
By

, 1951

iption: Letter 10-19-51 from L. W. Althof asking for estimate of grading for RR relocation, Gorton Creek-Viento Sec., broken down as to quantities and cost and data as to culvert installations, location, size, length and estimated cost.

Acknowledged by _____ Referred to __H. C. SMITH_____

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xx Return with rough draft of reply
Please prepare for ________________ signature
____

Assignment executed ______ Report received _________

Remarks: Please expedite.

PLEASE RETURN TO
W. C. WILLIAMS
FOR FILING

FORM 3010
2-50-5M

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

L. W. ALTHOF
DISTRICT ENGINEER

851 PITTOCK BLOCK
PORTLAND 5, OREGON

October 18, 1951

91-18

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

[illegible]

Dear Sir:

Reference is made to proposed relocation of the Railroad in connection with the Gorton Creek-Viento Section of Highway relocation.

Please furnish estimate of grading, for railroad relocation, broken down as to quantities and cost and data as to culvert installations, location, size, length and estimated cost.

Yours truly,

L. W. Althof

NOTED
W. C. WILLIAMS

NOTED
[illegible]

RECEIVED
FOR FILING

EFI-1[illegible]4(1[illegible])

36[illegible]2

October 26, 1951

C
O
P
Y

Mr. L. W. Althof
District Engineer
Union Pacific Railroad Company
351 Pittock Block
Portland 5, Oregon

Your File: 91-18

Dear Sir:

As per your request of October 18, 1951, we are attaching hereto center-line descriptions of the proposed relocation of the railroad from RR Station 577+27.17 to 677+76.30 - 680+32.51 and from RR Station 732+14.79 to 795+43.46 - 797+07.49, between Gorton Creek and Viento.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant St-te Highway Engineer

Encl.

cc Mr. H. G. Smith

For Center Line description
See: EFI-114(12)
36[illegible]2

UNION PACIFIC RAILROAD COMPANY

C
O
P
Y

Department of Operation

October 18, 1951

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 30th, submitting revised prints of the Columbia River Highway between Gorton Creek and Viento.

Please furnish center line description of the proposed relocation of the Railroad from RR Engr. Sta. 577+27.17 to 677+78.30 - 680+32.51 and from 732+14.79 to 795+43.46 - 797+07.49, similar to that furnished for the Mitchell Point Section.

Yours truly,

/s/ L. W. Althof

L. W. Althof

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI 174(13)

3603

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-174(13)
Warren Creek-Viento Section
of the Columbia River Highway
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

Copy to Parson

REFERRED TO
Williams
By State Highway Engineer

CC - Division 8 Office

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OREGON DISTRICT

[illegible]

[illegible]

BFI-174(13)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 26, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-174(13), Warren Creek-Viento Section of the Columbia River Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authority to advertise for bids is not to be construed as assurance that critical materials required in the construction of this project can be secured with or without priority.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

RECEIVED
FOR FILING
C71-394(13)
3603

September 7, 1951

C
O
P
Y

Mr. E. W. Althof, District Engineer
Union Pacific Railroad Company
351 Pittock Block
Portland 5, Oregon

Dear Sir;

The following are the four timporary underpasses which we will need in order to place the material on the north side of the railroad during reconstruction of the Upper Columbia River Highway:

Gorton Creek-Warren Creek:

Station 555+50
Station 594+00

Warren Creek-Viento:

Station 713+00
Station 741+00

These passes may be designed similar to the ones built on the Hood River-Mosier Section, as those passes appear to be working satisfactorily.

Very truly yours

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith
Mr. W. E. Chandler

RECEIVED

FOR FILING

August 30, 1951

COPY

Mr. L. W. Althof
District Engineer
Union Pacific Railroad
Portland 5, Oregon

Dear Sir:

The encroachment map of the Gorton Creek-Viento Section of the Columbia River Highway has been revised in line with the conversations held in your office on July 25. A transparent copy of this map and three prints are being forwarded under separate cover.

In addition, cross sections of Station 556 to Station 595 were platted in two parts, and a transparent copy and three prints of each part are also being forwarded.

The date of the above encroachment map is August 17, 1951.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. H. G. Smith

BFI-174(13) Warren Cr.-Viento Sec. 1957
of the Col. R. Hwy.
#3603 FINAL AUDIT, SEE: #3602

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No. RK761TN34

WFI-17.(1) 1-1

Summary of [illegible] on Columbia

73(2). River Highway at Hood River.

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OREGON STATE HIGHWAY DEPARTMENT

(date)

Sep. 9, 1952

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
3604	4-final	Orlando C. Bennard

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16662	R-48949	$ 1,494.80	9/9/52

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified Completion Date: May 31, 1952

Time Extensions: None

Completion Date: May 31, 1952

Date Accepted: July 10, 1952

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-10-52

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

NOTED ON CARD

RECEIVED
[illegible] 1952
FOR FILING

August 25, 1952

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 3604 for construction of the Jaymar Overcrossing on the Columbia River in Hood River County was completed by the contractor, Orlando C. Bennard, on May 31, 1952 and was formally accepted by the Highway Commission on July 10, 1952.

Final payment in the amount of $1,494.80 will be released to the contractor on or after September 3, 1952. The total contract amount is $20,549.75, and no force account work work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

We are sending you this notice as you appear as surety on the performance bond furnished by the contractor in connection with this project. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
614 Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

8-25-52, g

RECEIVED
FOR FILING

591-174 (4)

January 8, 1952

Mr. Orlando C. Bennard
222 N. E. Holland St.
Portland 11, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 3604, which was awarded to you on December 10, 1951 by the State Highway Commission, covering construction of Jaymar Overcrossing on the Columbia River Highway in Hood River County. This copy is for your records and files.

An executed copy of this contract is also being sent to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/8, gl

RECEIVED
JAN 28 1952
FOR FILING

B+1-1 [illegible]

[illegible]

December 10, 1951

Mr. Orlando G. Bennard
222 N. E. Holland Street
Portland, Oregon

Gentlemen:

The State Highway Commission on October 12th accepted your proposal for the Jaymar Overcrossing on the Columbia River Highway at Hood River in Hood River County for the sum of $20,654, and awarded contract No. 3604 to you subject to completion of acquisition of all rights of way within 60 days and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructions from the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

md
Enc.

cc - R. G. Smith
S. H. Probert
G. S. Paxson
Goldie Lewis
W. M. Fransen

MESTIC SERVICE
k the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

8:30 a.m.
December 10, 1951
Salem, Oregon

Mr. Orlando C. Bennard
222 N. E. Holland Street
Portland, Oregon

The State Highway Commission today received satisfaction of condition governing award to you of contract for Jaymar Overcrossing on Columbia River Highway in Hood River County for which you submitted low bid on October 12, 1951. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
C. W. Head
Accounting (5001-900)
Files

RECEIVED
DEC [illegible] 1951
FOR FILING

December 10, 1951

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

May we have your concurrence in the award today of the contract for the construction of the Jaymar Overcrossing, Project BFI-174(14), to Orlando C. Bennard of Portland, Oregon, on the basis of his bid in the amount of $20,654.00 submitted on October 12, 1951.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Asst. State Highway Engineer

CAG/ds

cc C. A. Gardner

RECEIVED
[illegible] 51
FOR FILING

BFI-174(14)

December 7, 1951

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Jaynar Overcrossing
F.A.P. Oregon BFI-174(14)

Right-of-way matters on this project are cleared up, and we now propose to award the contract as of this date to Orlando C. Bennard, Portland, Oregon, on his low bid of $20,654.00 submitted on October 12, 1951. May we have your concurrence in this award.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

CAG/ds

cc G. S. Paxson

EFI-174(14) Wygant Park-Hood River 1951
Sec. of Columbia R. Hwy.
#3605 [redacted]

RECEIVED
JUN 21 1956
FOR FILING

[illegible]

08-35

June 13, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to our letter of November 30, 1955 regarding Union Pacific's comments of exceptions on audit of railroad bills in connection with Oregon Project EFI-174 (14), we enclose a copy of revised bill and exceptions as concurred in by the railroad company.

Orig. with encls. to Mr. Gardner, Bridge Dept. 6/14/56
F.M.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. BESTER
Office Engineer

Encls.

Hood River-Mosier Section
Columbia River Hwy

NOTED
[illegible]

4

RECEIVED
MAR 29 1955
FOR FILING

[illegible]

3[illegible]

March 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 Highway Building
Salem, Oregon

Dear Sir:

Re: Wygant Farm-Hood River Section
Federal Aid Project FI 174(14)

Enclosed please find one copy each of Union Pacific Railroad Company's Bills 631999, 653239, 640830 (F) (1) and 641448 (F)(2) and one copy of State-Railroad Agreement No. 383 dated November 8, 1951. Will you please audit these bills and advise us as to whether or not they are in accordance with G.A.M. 299.

All data enclosed is a part of our office records for this job. We would appreciate return of the same on completion of the audit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:aa

Enclosures

cc P. M. Stephenson
C. A. Gardner

RECEIVED
JAN 28 1955
FOR FILING

MF1-124(14)

3615

5639

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

NOTED
W. C. WILLIAMS

JANUARY 25, 1955

(File Ref. D 315 - 2 - 39)

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Re: Wygant Park - Hood River Section of Columbia River Highway

Attached in quadruplicate is Union Pacific Railroad Bill No. 640830 dated January 12, 1955 in the amount of $197,468.55, covering railroad track changes on the captioned project.

Please review the bill and if satisfactory place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

enc.

RECEIVED
[illegible]

ASSIGNMENT

Date: January 27, 1955 [illegible]o.5[illegible] By Wc

Description: - Letter of January 25 by E. F. Kidder of the Union Pacific Railroad Company attaching, in quadruplicate, Union Pacific RR Bill No. 640830 dated January 12, 1955 in the amount of $197,468.55, covering RR track changes on the Wygant Park-Hood River Section of the Columbia River Highway

Acknowledged by ____ Referred to Gardner ✓

__ Investigate and report with recommendation
x Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr. ________
__ Contact correspondent and report

Remarks: Bill being processed for payment Lcg

LEASE RETURN TO
W. C. WILLIAMS

W. C. [illegible]

Executed Retd 1-27-55 Report Received ________

RECEIVED
JAN 28 1955
FOR FILING

PF1-17#(11)

Form 2552
6-53-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

JANUARY 21, 1955

(File Ref. D 315 - 2 - 39)

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Re: Wygant Park - Hood River Section of
Columbia River Highway

Attached in quadruplicate is Union Pacific Railroad Bill No. 641448 dated January 13, 1955 in the amount of $28,454.92, covering engineering, inspection, watchmen and rearranging telegraph and signal lines in connection with the captioned project.

Please review the bill and if satisfactory place in line for payment.

Yours very truly,

NOTED
W. C. WILLIAMS

E. F. Kidder,
Division Engineer

enc.

RECEIVED
JAN 27 1955
OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT

RECEIVED
[illegible]

ASSIGNMENT

Date: January 26, 1955 No. [illegible] By WCW

Description: Letter of January 21 by E. F. Kidder of the Union Pacific Railroad Company attaching, in quadruplicate, UP Bill No. $28,454.92 covering engr., inspection, watchmen and rearranging tel. and signal lines in connection with Wygant Park-H. River Section of Columbia River Highway

Acknowledged by____ Referred to Gardner

_ Investigate and report with recommendation
X Such action as necessary and report
_ Comment or recommendation
_ Return with rough draft of reply
_ Prepare reply for signature of Mr._______
_ Contact correspondent and report

Remarks: Bill being processed for Pay 1 2 Gardner

PLEASE RETURN TO W. C. WILLIAMS

Executed 1-27-55 Report Received________

RECEIVED
SEP 13 1954
FOR FILING

3625

PFL-194 (4)

2

August 27, 1954

Mrs. June Haviland
Route 4, Box A-23
Hood River, Oregon

Dear Mrs. Haviland:

Your letter of July 26, 1954, was brought to the attention of the members of the State Highway Commission, and the Commission considered the same at its meeting of August 9 and 10, 1954. After duly considering all of the facts and circumstances surrounding this transaction, it was the conclusion of the Commission that the sum of $10,500.00 paid to you for the real property required for the Viento-Hood River Section of the Columbia River Highway represented full and complete compensation for the property taken, together with all damages caused your remaining property.

The Commission regrets that you feel that you have reason for complaint, but is under the obligation of conserving and protecting State funds. It was the decision of the Commission that full compensation having been paid, the State is under no further obligation with respect to the acquisition of your property.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RLN:avh
cc - R. H. Baldock
R. L. Porter

FORM E-182 30M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

AGENDA
AUG 9 1954
2 L

August 5, 1954

Mr. Ben R. Chandler, Chairman
State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Chas. H. Reynolds
State Highway Commissioner
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver
State Highway Commissioner
255 S. W. Broadway
Portland 5, Oregon

Re: State of Oregon v.
June Haviland
L-1786
R-17007

Gentlemen:

Mr. Glaisyer has forwarded to your attention, the letter of June Haviland dated July 26, 1954, a copy of which has also been forwarded to this office.

Please be advised that the facts are as follows:

On November 17, 1951, June Haviland signed an option to sell the real property we required for the Viento-Hood River Section of the Columbia River Highway for $10,500. This option contained the proviso that, "State to protect and reestablish all water and irrigation lines, and provide proper drainage at east end of lake. State shall protect spring which finds (sic) lake north of relocated highway. State shall rebuild cattle fence on west end of property and east line. State shall construct ornamental fence along edge of lake right of way line. Two road approaches shall be constructed, one to main building and another to caretaker's dwelling." This option was neither accepted nor approved by the Commission.

On November 23, 1951, I prepared and forwarded a letter to June Haviland, stating that the Legal Department could not recommend the option signed by her for acceptance by the Commission. This letter, containing an offer in the sum of $10,500, stated, "It is our position that the sum offered to you in this letter should include all damages and construction of such fencing as may be requested."

On November 27, 1951, a letter was addressed to me by June Haviland, which stated, "I will anticipate receiving the warranty deed for my signature -- the option to remain as is."

On December 3, 1951, I again addressed a letter to June Haviland, correcting a misstatement of facts on the question of damages and also statements made by Mr. Baldock and Mr. Williams, which the said June Haviland had stated incorrectly. This letter further stated, "Our offer to you of the sum of $10,500 was made on the basis of Mr. Horace Dryer's appraisal that was made for you at your request, and we feel that such sum is full compensation for the value of the property taken and all damages that might result therefrom, and that we are certainly being fair and considerate in this acquisition, and we make this offer upon the basis of your own appraisal which is considerably above any of the appraisals made for the State." This letter further explained that it was necessary to file the complaint immediately for the acquisition of the property to permit the contractor to commence work, closing with the statement that should she desire to accept the State's offer of $10,500, even though the complaint had been filed, we would be willing to acquire the property by such settlement.

Thereafter, on December 5, 1951, a summons and complaint was filed for the purpose of allowing the contractor to proceed with his work.

On December 7, 1951, I received another letter from June Haviland. In this letter, Mrs. Haviland stated, "It happens in this instance it is severance and damage to the property as a whole that is the 'whole kernel'." Later, she wrote, "You may send me the warranty deed to sign, but I want to say that I am not signing it because of the threat of court action (as per your recent letter)." The deed was signed on January 11, 1952.

The question of a spring existing upon the property prior to construction of the highway is debatable. June Haviland states that there was a spring feeding the lake. William H. Witt, our Right of Way Agent, stated there was a marshy spot west and north of the lake, and a flow of water coming under her driveway at a location where our service road is not situated; that these spots now appear to be dry. L. V. Blickenstaff, Resident Engineer, states that he talked to Mr. Frick, who lives near Mrs. Haviland, and that he and his wife have had knowledge of this lake for many years. Mr. Frick advised Mr. Blickenstaff that the summer of 1952 was very dry, and the surface water in the Hood River area was low; that while Mrs. Haviland turned irrigation water into the lake in 1952, Mr. Frick stated that Mrs. Haviland had turned irrigation water into the lake every summer. Mr. Blickenstaff further stated, "When the fall rains came, the lake filled up again and stayed full through the summer of 1953 and was full in November when I left Hood River." He also stated that in the latter part of June, 1953, test holes were drilled on both sides of the highway in this area in an attempt to locate a flow of water which might have been blocked off, but that all results were negative. Copies of this report were forwarded to H. G. Smith and Lewis Scott on July 10, 1953.

In December of 1951, Mrs. Haviland wrote a letter advising the Department that she noticed her spring was really flowing, and asked that a pipe be installed to protect it. It was later discovered that an unusual amount of water had gone through Mrs. Haviland's water meter, and a leak was discovered in the line where the spring was said to be flowing. When the line was mended, the flow of water was no longer apparent.

I will attempt to set forth the State's legal position in this matter by answering the points of law which would be pertinent in a lawsuit. I find such pertinent points to be three in number: (1) Did June Haviland fail to understand the terms of our offer, which would enable the conveyance from her to be set aside; (2) Is June Haviland entitled to compensation for the drying up of her spring; and (3) Is June Haviland entitled to compensation under the theory of inverse condemnation due to a fissure under her lake caused by construction of the highway.

It is my firm conviction that June Haviland did not misunderstand the terms of our offer. This conviction is based on the letters which were forwarded to her on November 23 and December 3, 1951, and her respective replies to these letters on November 27 and December 7, 1951. Her first reply mentioned that the option was to remain as signed and her second reply omitted any mention of the option. It is my further opinion that June Haviland is not entitled to compensation because of the drying up of the alleged spring on her land. All the facts disclosed by the investigation of the Highway Department fail to substantiate the existence of a spring. Furthermore, a spring brought into existence by percolating waters when caused to run dry by the proper acts of another on his own land is not a compensable item in damages under Oregon law. However, if June Haviland is able to prove that a spring actually did exist and further prove that the spring came from a subterranean stream, then the interruption of the stream by the construction of the highway would entitle her to compensation under the theory that the interruption of the flow of the spring was not contemplated. Our investigation discloses no evidence which would support such a belief. With reference to the possibility of a fissure existing under this lake our investigation discloses that the apparent drying up of the lake in 1952 was due to a dry season. The report of our Engineer, L. V. Blickenstaff, to the effect that the lake filled up in the summer of 1953 and remained full until November of that year, would tend to discredit the existence of such a fissure. However, if such a fissure does exist then June Haviland would be entitled to compensation under the theory of inverse condemnation on the basis of the facts disclosed by the investigations. It is my opinion that there are no damages due June Haviland, and that the sum of $10,500 paid to her was in full compensation for the property and the damages sustained to her remaining land.

Yours very truly,

C. W. ENFIELD
Chief Counsel

OEM:jfw
cc - Mr. R. H. Baldock
Mr. W. C. Williams
Mr. H. B. Glaisher
Mr. H. G. Smith
Mr. R. L. Porter
Mr. W. H. Witt

[illegible]

July 27, 1954

Mrs. June Haviland
Route 4, Box A-23
Hood River, Oregon

Dear Mrs. Haviland:

This note is simply to acknowledge receipt of your letter of July 26, 1954, directed to the Oregon State Commissioners, State Highway Department, Salem, concerning your trout lake adjacent to the new Columbia River Highway near Hood River.

I shall bring your letter to the attention of the members of the State Highway Commission, and you will be informed as to the action the Commission may take on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: Commissioners
R. H. Baldock
C. W. Enfield

Hood River, Oregon
July 26th., 1954.

Oregon State Commissioners,

Salem, Oregon.

Re: My option #17007 - File #L-1786
Letters in office of Enfield, Williams
and W.G. Smith.

Gentlemen:

You will find when you look into this file that I postponed signing the option until Mr. Baldock and Mr. Williams had agreed to push the highway right o'way twenty-five feet south. The road bed would have been in my small trout lake - down thru the middle of it. I went to Salem - re-inforced with a fine large painting of the lake, showing the shore line - south side, with large trees and lush growth which was all important for the trout's happiness. I urged them to change the route at this point farther south so that the spring that fed the lake would not be damaged and the lake shore easily accessible to the traveling public. Finally it was agreed to push the line south twenty-five feet - taking it out of the water. Mr. Baldock and Mr. Williams agreed to building a fence along the south side to protect it from the travelers. Apparently about this time the contract with the construction company was signed for work began on my property. I stopped the bulldozer and tractors for no option had been signed by me. Mr. Witt was hurriedly sent with the option for my signature. He typed at the bottom the various things that had long been 'the bones of contention'. I read and re-read what the State agreed to do or allow compensation for the doing. Then I signed it, with the full belief that the State of Oregon would live up to it's obligations.

When this option got into Mr. Enfield's office he promptly wrote me that he would not agree to building a fence along the south side of the lake - ornamental or otherwise. After considerable correspondence with his office and Mr. Williams Re: the fence; and my conversation with Mr. Baldock in particular, Re: the fence, I realized I was getting exactly nowhere. Winter was settling in on me, and I had every intention of being out of sight and sound when my magnificent oak and fir trees would groan in their last agony. Mr. Enfield had served on me a condemnation. I promptly sent it back to him, telling him I would forget the promised fence. The very moment this condemnation was served the construction work began on "Tranquillity". The bonfires started! Apparantly they were 'waiting at the gate' and I had been holding up the whole job because of my lake, the fish, the spring, the fence - the option. In due time my warrant (check) from the State was received for the amount given in the signed option.

My approach roads were very nicely constructed, the cattle and horse fence replaced in a new location, and as a real surprise, a five wire fence with iron posts all painted red, along the shore of the trout lake. A geologist, Mr. Scott, was put on the job to try to locate the vanished spring. It definitely showed that no water was seeping thru the solid road-bed. It is a well known fact that water had for forty years bubbled out of the embankment just south of the lake. This was the real reason why the first owner of the Country place had selected [illegible] the lake. It has [illegible] from [illegible] - [illegible] ol ff. [illegible] old

ACKNOWLEDGED
H. B. GLAISYER

pictures of my mother who was long an invalid with her catches of speckled trout. There was never any doubt about what fed the lake. At the time of the long delay in signing the option I refused to sign primarily because of the spring and the fact that the road bed would cut into the lake. This was a trout lake and I did not want it damaged in any way. I talked with Mr. Witt about this, and Mr. Sheldon (one of the engineers who surveyed thru the property). I showed them where the spring was - squashed around in it and picked water-cress. Mr. Witt jokingly said he doubted that there were fish in it, but soon had to admit there were when a small boy caught an eighteen inch trout almost under his nose. He admitted also that he could see them from the opposite shore.

Until April 1941 no irrigation water pipe was anywhere near this little lake. An old wooden pipe supplied the water for the property and came from the extreme west end of the property - thru land that now belongs to the old caretaker's daughter - Mrs. Harold Frick. In 1941 I ran a new pipe line from the head-gates south of the old Highway under the highway (with the proper permit) thru my several acres of pasture land, then thru the lake on to the gardens surrounding the large home. At the water's edge I had a valve put so that in the late Fall I could properly drain out the iron pipe. This was planned to be the low spot in the entire line. I own five inches of Farmer's irrigation water which is sufficient to properly water my land, about sixteen acres - when it is used for this purpose. During the past two years it has been necessary for me to discontinue watering the meadows north of my home - on the river bluff - and utterly impossible to water any part of the meadows that lay to the south of the present new road bed. I have a good small barn over there and could rent out the pasture - as I have in years past, could I keep it half way watered. The gardens around the home are very sparingly watered, for constantly I must think of the lake and the trout. The State hatchery has planted trout in it for years and years and they have always thrived. The little trout lake is a jewel in "Tranquillity".

After Mr. Scott failed to find water by drilling and other methods, and his report had been turned in I received a letter from a Mr. Stiffler. (Enfield's office) This was a distinct surprise. In it he stated that since I had not signed the original option, none of the provisions contained therein were binding on the State. I promptly went to Salem. Mr. Stiffler was not in town. So I dropped in to Mr. Smith's office - your Construction Head. I told him my problem. He agreed that it was in my option to protect the spring 'which feeds the lake north of re-located Highway'. And he said that the State would continue to carry out it's agreements. (Remember, Commissioners, nothing was done about the condemnation proceeding, except that it was served, it was returned to Mr. Enfield, and it was forgotten.) Apparently from the efforts and actions of the Highway Department the option and it's agreements remained as it was when I signed it. All other obligations were very nicely carried out. It struck me that Mr. Stiffler was a little late in assuming that my option 'did not hold water'. About two years too late. Mr.H.G. Smith proceeded to try to help. Mr. Scott again got on the job. Mr. Smith thought it might be feasible to file a permit for spring water that was across the old Highway - a considerable distance away - then pipe the spring to my lake via my irrigation pipe line. But because this pipe line could not be used for the spring water until winter, and also because there was considerable doubt in my mind that I could legally claim a right to spring water that was on someone else's land and being used by the owner of this land, and his renters on his land, I did not proceed with the filing of the application for permit. Naturally I would not accept a 'solution' that was not a sure one. Mr. Smith informs me now that he knows of nothing else that he is in a postion to do for me. It seems to be in someone else's division - Yours, Gentlemen!

There is a good sized creek between my property and the Gorge Hotel - in fact it runs parallel with the highway about where the approach road to Hood River is soon to be improved. There surely is a solution to this problem. You will immediately see how important this is to me when you look over the situation. The entire value of the home property is completely altered should the trout lake become a mud hole. The grounds and meadows should be kept alive, not only for beauty but for fire protection. The present pipe line carries all [illegible] water for what it was intended to irrigate. This, now, is being sadly neglected, as is plainly evident. I wish to keep the trout alive and happy. Please help me.

Yours very truly,

Irene Haviland

Mrs. J. Haviland
Rt 1 Box [illegible]
Hood River, Oregon.

RECEIVED
FOR FILING

[illegible] FI-174(14)

AGENDA
AUG 9 1954

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1954

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Please place on the agenda for the August 9 and 10 meeting of the Highway Commission the following item:

Consider claim of George S. Jewett, et al., for damages for interruption of water supply.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Robert L. May

ROBERT L. MAY, JR.
Assistant Counsel

RLM:avh

CCR

AGENDA
AUG 9

2.2

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

July 30, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: State Highway Commission
v.
George S. Jewett, et al.
L 1780

Gentlemen:

There will be on the agenda for your August 9th and 10th meeting the matter of considering the claim of George S. and Augusta B. Jewett for damages for interruption of water supply. The facts relative to that claim are as follows:

On December 3, 1951, a complaint was filed against George S. and Augusta B. Jewett for the condemnation of 0.62 acre of real property for right of way for the Viento-Hood River Section of the Columbia River Highway in Hood River County. Following the filing of the complaint negotiations continued and a settlement was reached in the amount of $10,500.00, this being the amount originally offered by the State for the property which was the subject of the condemnation action. Final judgment was given in the action on February 10, 1954, the judgment being based upon a stipulation entered into on December 16, 1953.

During the course of construction of the Columbia River Highway upon and near the Jewett property, the spring that served as a source of water for the Jewett property dried up. In order to provide a water supply for the Jewetts, the State constructed a pipe line from a different spring located upon State-owned property to the site of the old spring. You may recall that at your January meeting you authorized this office to make application for water rights for the service of the Jewett property.

In addition to the value of the property taken and the restoration of a water supply, the defendants contend that they are entitled to damages for the interruption of their water supply during the period of construction and before the alternate water supply was made available. The damages are estimated in the amount of $1,740.00, but we have no information as to the basis used for this estimate.

An investigation indicated that the failure of the water supply might have been caused by blasting operations conducted by the State's contractor. Under the rules of law followed in the State of Oregon, however, it is held that one may make such reasonable use of his own property as he may choose, regardless of the effect this reasonable use may have on percolating water, even to the destruction of a well or spring on a neighbor's land. The construction of the highway upon the property owned by the State is unquestionably a reasonable use of the property. It appears, therefore, that there is no legal liability on the part of the State for interruption of the water supply that originated from percolating water.

It should be noted, also, that the stipulation entered into in this case, upon which the final judgment was entered, recites that the plaintiff shall pay to the Clerk of the Court the sum of $10,500.00, and that this sum "shall constitute full and complete compensation for the taking of the real property described in paragraph V of the complaint herein, including any and all damages resulting from the appropriation thereof and the construction of the Columbia River Highway thereon."

Under the law as established in this State, and particularly in view of the stipulation entered into between the parties containing the above-quoted language, it is my opinion that the State is not liable for any damage which might have been sustained by the Jewetts because of the interruption of their water supply. It is my recommendation, therefore, that the claim be denied.

Yours very truly,

C. W. ENFIELD
Chief Counsel

RLM:avh
cc - R. H. Baldock
H. B. Glaisyer
C. H. Maison
H. G. Smith

OREGON STATE HIGHWAY DEPARTMENT
(date)
FEB. 18, 1954

(CONTRACT NO.) FI-17-1(4)	(EST. NO.)	(CONTRACTOR)	
3605	22-FINAL	GUY F. ATKINSON CO.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2578	R-87459	$ 57,498.55	2/16, 1954

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sep. 30, 1953

Time Extensions: None

Completion Date: July 7, 1953

Date Accepted: Aug. 6, 1953

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-18-54

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 2-18-54
aaw

ON CARD
2-1[illegible]

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 N. Larrabee Avenue
Portland 12, Oregon

4884

FEBRUARY 12, 1954

File: D 315-2-39

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. W. C. Williams,
Ass't. State Highway Engr.

GARDNER

Dear Sir:

WYGANT PARK - HOOD RIVER SECTION,
COLUMBIA RIVER HIGHWAY

Attached in quadruplicate is 2nd progressive Railroad Bill No. 653239 dated January 29, 1954 in the amount of $19,123.45 on the above project.

Please review the bill and if satisfactory, place in line for payment.

Yours very truly,

E. F. Kidder,
Division Engineer

enc.

RECEIVED

RECEIVED
1954
HIGHWAY COMMISSION

ASSIGNMENT

Date: February 16, 1954 No. 4884 By Lucy

Description: Letter of February 12 from the Union Pacific Railroad Company, by Mr. Kidder, attaching in quadruplicate RR Bill No. 653239 dated January 29, 1954 in the amount of $19,123.45 on the Wygant Park-Hood River Section of the Columbia River Highway

Acknowledged by____ Referred to Gardner ✓

- __ Investigate and report with recommendation
- X Such action as necessary and report
- __ Comment or recommendation
- __ Return with rough draft of reply
- __ Prepare reply for signature of Mr._______
- __ Contact correspondent and report

Remarks: Bill [illegible]

[illegible] OTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

[illegible]

Executed 2-1[illegible]-54 Report Received________

mc

files

RE1-174(14)

3605

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

FIDELITY AND SURETY BONDS

BURGLARY AND GLASS INSURANCE

E. MILTON SMITH
VICE-PRESIDENT AND MANAGER
NORMAN A. BURGOON, JR.
ASSOCIATE MANAGER

CONTRACT DEPARTMENT

A. GORDON STIFF
ASSISTANT MANAGER
FRANKLIN W. SUTTON
ASSISTANT MANAGER

February 10, 1954

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H.B. Glaisyer, Secretary

F. QUERY

Gentlemen:

In re: Guy F. Atkinson Company

Complying with the request contained in your letter of February 3rd, having reference to Contract No. 3605 for grading and paving on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County and which contract is being performed by the above concern, we note you will release final payment in the amount of $57,498.55 to the contractor on or after February 13, 1954. We also note the total contract amount is $1,880,410.72, of which amount $38,278.06 represents force account items.

Yours very truly,

Albert J. Stein
Division Superintendent

AJS:pw

RECEIVED
FOR FILING

February 9th, 1954

NOTED
Highway Engineer

FINAL COST ANALYSIS

Wygant Park-Hood River Section
Contract #3605

Grading & Paving
Guy F. Atkinson Co., Contractor
L. V. Blickenstaff, Resident Engineer

Columbia River Highway
Prefix 14-1019 BFI-174(14)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$	$	$ 43,503.85	$ 67,550.00
Struct. Excavation	653.23	Cu. Yd.	5.00	4.55	2,972.20	3,266.15
Trench "	1,525.30	" "	2.50	1.69	2,862.58	3,813.25
Special Borrow Exc.	572,283.4	" "	0.43	0.36	208,188.14	246,081.86
Gen'l. Exc. Loc. "A"	544,257.8	" "	0.77	0.50	272,392.69	419,078.51
" " " "B"	441,806.8	" "	1.20	0.98	434,632.59	530,168.16
Short Overhaul	7,230,850	Yd. Sta.	0.0036	0.008	57,846.80	26,031.06
Long "	376,301.75	C-Yd. Sta.	0.30	0.57	213,010.66	112,890.53
Finish R/B & Slopes	6.07	Mile	1000.00	2254.03	13,681.96	6,070.00
Rounding Cutbanks	6,000	Lin. Ft.	0.12	0.09	516.95	720.00
18" Corr. Metal Pipe	255	" "	4.40	7.55	1,925.97	1,122.00
36" " " "	240	" "	12.50	12.20	2,928.42	3,000.00
42" " " "	81	" "	15.00	23.18	1,877.98	1,215.00
18" Corr. Metal Pipe, Extra Strength	208	" "	5.00	6.03	1,254.14	1,040.00
24" Corr. Metal Pipe, Extra Strength	263	" "	8.20	10.17	2,675.11	2,156.60
54" Corr. Metal Pipe, Extra Strength	118	" "	23.00	34.21	4,037.17	2,714.00
12" Conc. Culvert Pipe	570	" "	2.00	3.05	1,740.16	1,140.00
18" " " "	1,194	" "	3.50	4.73	5,645.20	4,179.00
24" " " "	216	" "	5.00	6.99	1,510.47	1,080.00
36" " " "	216	" "	9.30	12.72	2,746.81	2,008.80
42" Extra Strength Conc. Culvert Pipe	192	" "	12.80	16.43	3,154.55	2,457.60
Class "A" Concrete	185.43	Cu. Yd.	75.00	52.00	9,642.36	13,907.25
Metal Reinforcement	30,356	Lb.	0.12	0.105	3,187.38	3,642.72
Concrete Catch Basins	1	Each	100.00	96.46	96.46	100.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Concrete Sight Posts	150	Each	$9.50	$12.20	$ 1,830.00	$ 1,425.00
Metal Guard Rail, Conc. or Steel Posts	3,816	Lin. Ft.	2.75	2.98	11,363.88	10,494.00
3"-0" Mat'l. in Base	48,236	Cu. Yd.	2.00	1.70	82,001.20	96,472.00
3/4"-0" Mat'l. in Base and Shoulders	16,880	" "	2.50	2.15	36,292.00	42,200.00
Sprinkling	6,864	M/Gal.	2.40	1.64	11,235.00	16,473.60
Prep. of Base Main Hwy.	6.07	Mile	165.00	150.00	910.50	1,001.65
Prep. of Base Frontage Rd.	2.73	"	250.00	230.00	625.60	682.50
3/4"-0" Mat'l. in Binder Course	1,700	Cu. Yd.	4.00	3.60	6,120.00	6,800.00
Furn. & Place Aggregate	150	" "	5.50	5.00	750.00	825.00
Class "B" Asphaltic Concrete	24,789.710	Ton	6.50	5.90	146,259.29	161,133.12
PA #1, Tree Length Logs in Piles	24.09	M.F.	14.00	11.44	275.60	337.26
PA #3, In Lieu of Const. of 2 Underpasses	All		$20,000		16,750.00	20,000.00
PA #3, Exc. for Overpass Loc. "B"	2,376.9	Cu. Yd.	1.20	1.01	2,400.67	2,852.28
PA #3, In Lieu of Dismantling 2 Haul Roads & Underpasses	All	All	$1,000		763.55	1,000.00
PA #4, Furn. & Place MC-2 in Binder	195.01	Ton	44.00	44.00	8,580.44	8,580.44
PA #5, Furn. & Place 200-300 Asphalt	110.7	"	46.50	46.50	5,147.55	5,147.55
PA #6, Class "B" Asph. Conc. In Jaymar Mill Rd.	429.465	"	6.50	5.90	2,533.84	2,791.52
PA #7, Wire Mesh Fence & Metal Posts	600	Lin. Ft.	0.75	0.45	270.00	450.00
PA #7, Barb Wire Fence & Metal Posts	555	" "	0.65	0.35	194.25	360.75
PA #8, Topsoil in Place	796.3	Cu. Yd.	1.20	1.12	891.86	955.56
PA #9, Purchase 3/4"-0" Crushed Rock	1,316.7	" "	1.50	1.50	1,975.05	1,975.05

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #9, Purchase ¼"-#10 Crushed Rock Loc. "A"	689	Cu. Yd.	$2.50	$2.50	$ 1,722.50	$ 1,722.50
PA #9, Purchase ¼"-#10 Crushed Rock Loc. "B"	254.1	" "	0.25	0.25	63.53	63.53
PA #9, Purchase 3/4"-0" Crushed Rock	557.7	" "	0.25	0.25	139.43	139.43
PA #9, Purchase ½"-¼" Crushed Rock Loc. "A"	197.2	" "	0.75	0.75	147.90	147.90
PA #9, Purchase ¼"-0" Crushed Rock Loc. "A"	68.1	" "	2.35	2.35	160.04	160.04
PA #9, Purchase ¼"-0" Crushed Rock Loc. "B"	55	" "	2.35	2.35	129.25	129.25
PA #10, Allow for Maint. Detour Road	100%	All			2,430.00	2,430.00
PA #11, Cement Adjustment, Favor of State	5.20	Bbl.	9.55			- 49.66
Force Account					32,536.35	38,278.06
					$1,666,532.16	$1,880,410.72

Gross Revenue	$1,880,410.72
Total Cost	1,666,532.16
Net Profit	$ 213,878.56

Net Profit Equals 11.4% of Gross Revenue

Contract #3605

Detail of Cost

Labor:					
Supervision & Labor				$554,353.07	
Labor Insurance				35,624.54	
					$ 589,977.61
Materials:					
18" C.M.P. & Bands	255	Lin. Ft.	at $2.94	$ 749.84	
36" " " "	240	" "	" 8.18	1,963.04	
42" " " "	81	" "	" 10.13	821.20	
18" C.M.P. Extra Strength & Bands	208	" "	" 3.49	725.53	
24" " " " "	263	" "	" 5.76	1,514.30	
54" " " " "	118	" "	" 16.62	1,961.64	
12" Concrete Pipe	570	" "	" 1.00	570.00	
18" " "	1,194	" "	" 2.00	2,388.00	
24" " "	216	" "	" 2.62	565.92	
36" " "	216	" "	" 5.50	1,188.00	
42" Concrete Pipe, Extra Strength	192	" "	" 8.00	1,536.00	
Misc. Culverts & Reducers				4,452.41	
Concrete Catch Basin	1	Each	" 28.30	28.30	
" Sight Posts	150	"	" 5.40	810.00	
Metal Guard Rail and Concrete Posts	3,816	Lin. Ft.	" 1.40	5,342.40	
End Wings	10	Each	" 3.28	32.80	
Water Pipe & Fittings E.W.O. #1				9,740.45	
					34,389.83
Equipment Rental, Supplies & Misc.:					
Equipment Rental				$479,719.61	
Misc. Supplies & Small Tools				9,397.95	
Gas, Oil & Grease				69,318.00	
R.R. Bond				2,490.00	
P.L. & P.D. Insurance				6,850.87	
Home Office & Overhead				56,378.73	
Job Office				2,400.00	
Explosives				37,992.06	
Borrow Acquisition				10,000.00	
Lumber & Rental on I Beams				43,917.36	
Bond				12,954.38	
Barb Wire & Metal Posts				39.84	
Wire Mesh Fence & Metal Posts				66.80	
					731,525.60
Work Subcontracted:					
J. N. Conley, Crushing & Surfacing				$132,754.39	
Pacific Asphalt Co., Paving				165,054.99	
Schrader Construction Co., Concrete Work				12,829.74	
					310,639.12
Total Cost					$1,666,532.16

Contract #3605

Remarks:

This was a "Regular Federal Aid Project" for the grading, surfacing and paving of 6.07 miles of main highway roadway, the construction of 2.73 miles of detour and frontage roadway and 1.92 miles of railroad roadbed on the new alignment, Wygant Park-Hood River Section of the Columbia River Highway.

The project was bid October 12th, 1951, work was started November 9th, 1951, and was completed September 3rd, 1953.

The clearing consisted of second growth fir, maple, alder, scrub oak and heavy brush. A crew of from eight to twelve men, with from two to four D-8 cats with clearing dozers and two power saws, worked about three winter months on the major portion of the clearing and grubbing. The remainder was cleaned up as the grading progressed. The clearing was handled efficiently, and a good profit was realized.

Structural excavation and the pipe laying was handled by a crew of from four to eight men with a D-8 cat and dozer and a 3/4 cu. yd. truck-mounted shovel. The crew consisted chiefly of supervisors and operators who were being wintered on this job, and the cost was exceedingly high.

The grading consisted of 441,800 cu. yds. in Location "B", mostly rock; 544,250 cu. yds. in Location "A", consisting of shale talus, broken rock, dirt and some rock; and 572,300 cu. yds. of borrow, mostly talus. Grading on this section was difficult due to the location of existing highway and railroad and to the basalt and tough lava rock to be moved. The work was carefully planned, and extreme caution was taken especially on blasting to prevent damage and traffic delay on existing highway and railroad. This contractor is well equipped for large difficult jobs of this nature, and the work was handled very efficiently, and the major part of grading was done in one year. Less drilling and blasting was required than anticipated, as the large shovels and rippers were able to dig a considerable quantity without shooting, and only 190,000 pounds of explosives were required. A nice profit was made on general excavation. The bid prices on short overhaul and long overhaul were too low and show a large loss.

The use of new or completely overhauled modern equipment speeded up the construction work and reduced the cost of grading. The equipment used on grading consisted of one 4 cu. yd. shovel, two 2½ cu. yd. shovels, one 3/4 cu. yd. truck-mounted shovel, seventeen 16 cu. yd. Euclid trucks, four 20 cu. yd. trucks, five 10 cu. yd. trucks, eight 8 cu. yd. trucks, nine D-8 cats and dozers, three TD-24 cats and scrapers, eight DW-10 tractors and scrapers, two heavy rippers, five 500 CFM compressors, seven wagon drills, six jackhammers, one truck crane, three 1½-ton flatbed trucks, five ½-ton pickups, two cars, two water trucks, one grease truck, one fuel truck, shop equipment and miscellaneous.

The crushing was sublet to J. N. Conley, who set up a plant adjacent to the highway near the west approach of the Mitchell Tunnel. All the crushed rock required was produced from the talus deposit adjacent to the old highway. Good progress was made on crushing, and the subcontractor realized a fair profit.

Remarks (Cont'd):

The major part of the surfacing was done in the fall of 1952. Due to slides on the old highway, the section from the west limits of Hood River to Wygant Park was oiled by state forces and put into service to handle the traffic.

The asphaltic concrete paving and oiling was sublet to the Pacific Asphalt Co. The paving plant was set up adjacent to the crushing plant, where the aggregate was in stockpile. Wet, cold spring weather in 1953 caused considerable delay and added expense, but good progress was made when weather became favorable for paving. The subcontractor made a small profit on the sub bid price of $5.90 per ton. The shoulders were oiled by state forces.

The box culverts and other concrete work was sublet to the Schrader Construction Company.

The work on this contract was well handled with excellent supervision and equipment and a well planned program. The grading work was expedited by working two shifts per day during the favorable grading season. A good profit was realized on the contract.

E. H. Clymer
Chief Cost Analyst

By . . Harry Sturgis

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36-5

February 3, 1954

Fidelity & Deposit Company
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 3605 for work performed on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County was completed by the contractor, Guy F. Atkinson Co., on July 7, 1953 and was formally accepted by the Highway Commission on August 6, 1953.

Final payment in the amount of $57,498.55 will be released to the contractor on or after February 13, 1954. The total contract amount is $1,880,410.72, of which amount $38.278.06 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co.
Oregon Branch Office
Clarence D. Porter, Mgr.
902 Failing Bldg.,
Portland, Oregon

NOTED ON CARD

2-3-54 gf

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FORM E-20 25M 9-51 52315
RFE 174 (14)

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AGENDA
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 14, 1954

SUBJECT:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Mr. Glaisyer:

Please place the following item on the agenda for the meeting of the Highway Commission to be held January 21-22, 1954:

Consider making application for water rights for benefit of Hood River roadside picnic area and property owned by George S. Jewett and L. Vilate Haskin Jackson.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Robert L. May Jr.
ROBERT L. MAY, Jr.
Assistant Counsel

RLMJr:fb

C.C.R.

-128 ECM REVISED 5-50

AGENDA
JAN 21 1954

2.l

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

H B Glaisyer

January 4, 1954

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box 809
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box 898
LaGrande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Re: State Highway Commission v. George S. Jewett,
et al. L 1780
M. Vilate Haskin Jackson Property - R 17000
Viento-Hood River Section of the Columbia
River Highway

Gentlemen:

There will be on the agenda for your consideration at the next commission meeting a permit for appropriation of waters of the State of Oregon arising from the following factual situation:

In the acquisition of rights of way and the construction of the Viento-Hood River Section of the Columbia River Highway, a spring supplying water to the George S. Jewett and M. Vilate Haskin Jackson property was destroyed. The Jacksons' predecessor in interest had obtained a water permit for the appropriation of water for the beneficial use of the Jewett property and the Jackson property.

The State Highway Commission is liable to respond in damages for the taking of a water right and/or to restore the water right--said water rights are construed as property rights.

The State Highway Department has constructed a concrete reservoir on the rights of way and tapped two springs flowing approximately 15 gallons per minute to supply the Jewett and Jackson property with water for domestic use. The landscape department is also desirous of obtaining water from said reservoir and the old pipeline connecting said reservoir with the Jewett and Jackson property has been reconstructed with a connection to supply the Hood River roadside picnic area.

CCR

To properly establish the right to appropriate the waters from the two springs supplying the reservoir, it is necessary to obtain a permit to appropriate waters of the State of Oregon from the State Engineer. It is necessary to file an application for each water right and it is required that a fee of $20.00 be tendered with each application.

All three water rights could be obtained on one permit, but by so doing it would necessitate the execution of a rather complicated agreement between the parties respecting their individial rights under said water permit, which course of action might leave the State open to various other additional claims by the parties involved.

To negate the possibilities of the problems set forth in the preceding paragraph, I believe it is advisable to obtain an individual permit for each of the three beneficial users of the water. In the Jewett condemnation case reestablishment of the water system to the Jewett residence is a condition precedent to an amicable settlement of this case for the amount previously authorized by the Commission.

It is my recommendation that the Commission approve the filing of the applications for permit to appropriate waters of the State of Oregon for the above-mentioned beneficial users and the payment of the fees necessary for said permits, a total of $60.00, and I further request that the Secretary be authorized and directed to sign the application for the water permit for the Hood River roadside picnic area.

Yours very truly,

CWEnfield

C. W. ENFIELD
Chief Counsel

EMP:fb

cc R. H. Baldock
C. H. Maison
R. L. Porter
C. W. Enfield
H. B. Glaisyer
Mark H. Astrup
Forrest Cooper
Robert L. May, Jr.

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[illegible]

January 12, 1954

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 12, Oregon

Dear Sir:

Attached are unit quantities and prices for the work performed by the State in the relocation of the Union Pacific over part of our Wygant Park-Hood River Section of the Columbia River Highway.

I am not familiar with I.C.C. accounting practices, but I would see no reason why you could not charge the $194,697.60 plus 8 per cent engineering to the job as well as the $353,808.32. While it is true that the material was taken from the highway and hauled into the railroad, still the railroad would have been incomplete without this material; and had you done the work yourself as a line change, the cost would have approximated the sum of the two or would have been even more because of the difficulty of obtaining rock borrow.

I am not intending to offer advice on accounting but merely saying that I see no objection, from the Highway Department point of view, if you wish to handle your accounting in that manner.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. H. G. Smith

Dgs: [illegible]

Wygant Park-Hood River Section
Columbia River Highway
14-1019

Quantities and unit prices of items used in railroad relocation.

Item	No.	Description	Quantity	Unit price	Amount
Item	No. 1.	Clearing & Grubbing (5% of $67,550.00)			$ 3,377.50
"	" 4	Special Borrow Excav.	497,360 cy	at 0.43	213,864.80
"	" 5	General Excav. Loc. "A"	5,500 cy	at 0.77	4,235.00
"	" 6	General Excav. Loc. "B"	5,428 cy	at 1.20	6,513.60
"	" 7	Short Overhaul	3,931,806 Yd. Sta.	at 0.0036	14,154.50
"	" 8	Long Overhaul	265,863 C Yd. sta.	at 0.30	79,758.90
"	" 12	36" Corr. Metal Pipe	144 lin. ft.	at 12.50	1,800.00
"	" 13	42" Corr. Metal Pipe	16 lin. ft.	at 15.00	240.00
"	" 14	18" Ext. Str. Corr. Metal Pipe	140 lin. ft.	at 5.00	700.00
"	" 15	24" Ext. Str. Corr. Metal Pipe	80 lin. ft.	at 8.20	656.00
"	" 17	54" Ext. Str. Corr. Metal Pipe	100 lin. ft.	at 23.00	2,300.00
			Sub total		$327,600.30
		Engineering (8% of $327,600.30)			26,208.02
			Total		$353,808.32

Wygant Park-Hood River Section
Columbia River Highway
14-1019

Station by Station breakdown of
quantities used in railroad relocation.

Sta. 852-860	4,786 cy of Class "B" Excav.	at	$1.20	$5,743.20
860-865	61,080 Yd. Sta. S.O.H.	at	0.0036	219.89
	125 "C" Yd. Sta. L.O.H.	at	0.30	37.50
865-867+50	122,036 Yd. Sta. S.O.H.	at	0.0036	439.33
	27,020 "C" Yd. Sta. L.O.H.	at	0.30	8,106.00
867+50-880	91,360 cy. Borrow Excav.	at	0.43	39,284.80
	552,000 Yd. Sta. S.O.H.	at	0.0036	1,987.20
	23,500 "C" Yd. Sta. L.O.H.	at	0.30	7,050.00
880-884+50	194,530 Yd. Sta. S.O.H.	at	0.0036	700.31
	52,970 "C" Yd. Sta. L.O.H.	at	0.30	15,891.00
884+50-937+30	406,000 cy. Borrow Excav.	at	0.43	174,580.00
	640 cy Loc. "B" Excav.	at	1.20	768.00
	2,448,000 Yd. Sta. S.O.H.	at	0.0036	8,812.80
	104,500 Yd. Sta. L.O.H.	at.	0.30	31,350.00
937+30-950+50	Bem. Exc. Loc. "A" 5,500 cy.	at	0.77	4,235.00
	313,300 Yd. Sta. S.O.H.	at	0.0036	1,127.88
	24,200 "C" Yd. Sta. L.O.H.	at	0.30	7,260.00
859-945	Haul on Rip Rap Material			
	240,860 Yd. Sta. S.O.H.	at	0.0036	867.10
	33,548 "C" Yd. Sta. L.O.H.	at	0.30	10,064.40
863+75	100 lin. ft. of 54" Corr Met. Pipe	at	23.00	2,300.00
883+31	74 lin. ft. of 36" " " "	at	12.50	925.00
889+92	16 lin ft. of 42" " " "	at	15.00	240.00
896+00	66 lin. ft. of 18" " " "	at	5.00	330.00
915+50	74 lin. ft. of 18" " " "	at	5.00	370.00
934+05	80 lin. ft. of 24" " " "	at	8.20	656.00
943+25	70 lin. ft. of 36" " " "	at	12.50	875.00

Wygant Park-Hood River Section
Columbia River Highway
14-1019

Materials which went into railroad fills and not charged to railroad relocation as they came from highway cuts.

Sta. 860-865	40,420 cy	Gen.	Exc.	Loc.	"B"	at	$1.20	$48,504.00
865-867+50	20,300 cy	"	"	"	"A"	at	0.77	15,631.00
880-884+50	32,400 cy.	"	"	"	"B"	at	1.20	38,880.00
937+30-950+50	50,500 cy.	"	"	"	"A"	at	0.77	38,885.00
859-945(Rip Rap)	43,998 cy.	"	"	"	"B"	at	1.20	52,797.60
								$194,697.60

Other railroad re-location items which are not charged to railroad re-location as they were also necessary for highway construction.

P.A.	No.	3	In lieu of 2 underpasses	$20,000.00
"	"	"	In lieu of 2,376.9 cy of Exc. Loc. "B" at $1.20	2,852.28
"	"	"	in lieu of dismantling 2 underpasses & haul roads	1,000.00
				$23,852.28

RECEIVED
FOR FILING

BFI-[illegible]

3[illegible]

4691

Salem, Oregon
January 5, 1954

MEMORANDUM TO THE FILES:

In a conference in this office this morning between the undersigned and Mr. John Skeels, District Engineer for the Guy F. Atkinson Company, the subject of discussion was the Atkinson Company's claim in the amount of $9,436.24 for borrow acquisition on the Wygant Park-Hood River Section of the Columbia River Highway.

Mr. Skeels insisted that the State had materially benefited by the use of the materials from the site acquired by the contractor and that such benefit was far greater than the amount claimed. He further stated that materials from the state-designated pit were unsuitable for use and that it was mandatory that an alternate site be used.

From all the evidence presented to me through the Resident Engineer, the Division Engineer, and the Construction Engineer, it appeared that the sole purpose of the contractor's moving into the privately obtained source was for more economic operation in the handling of the borrow materials and that the move to the private pit was of no material benefit to the State.

Based on knowledge before me, I denied the claim in its entirety. It is possible that the Atkinson Company will refuse to accept the final estimate, thus bringing the matter to the attention of the Highway Commission, but it is my opinion that the matter will be dropped.

W. C. Williams

WCW:me

cc Mr. H. G. Smith
Mr. W. E. Chandler

RECEIVED
FOR FILING

FFI-[illegible]

[illegible]

4691

Salem, Oregon
January 5, 1954

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W. C. Williams

WCW:me

cc Mr. H. G. Smith
Mr. W. E. Chandler

FOR FILING

FORM E-30 37,500 4-52 56906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27th, 1953

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Herewith report from Dean Swift showing that the net saving by not placing an 0-9 on the frontage road (service road) between Station 1062 and Station 1095 in the vicinity of the Columbia Gorge Hotel was $2,230.00. 2430 00

Had we placed the 0-9, we would not need to have primed the road prior to paving. Therefore, the net saving was not the entire amount which the contractor estimated.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR
Enc.

NOV 27 1953

No. 4691
By

ASSIGNMENT

November 30, 1953

Description: H. G. Smith's letter of November 27, report from Dean Swift dated November 25, letter of November 12 by Guy F. Atkinson Company, and file; all re net saving on frontage road between Sta. 1062 & 1095 near Col. Gorge Hotel and Atkinson Co.

Acknowledged by _ _ _ _ _ Referred to _ _ Smith _ _ _ _ _ _ _ claim

Investigate and report with recommendation
xx ~~Investigation,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 1-4-53 _ _ Report received _ _ _ _ _ _ _

Remarks: Please attempt to work out price agreement allowing credit in amount of $2,230 as full settlement of $2,975.23 claim.
WCW

$2430.00

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 25, 1953

SUBJECT: Wygant Park-Hood River
Columbia River Highway

To: Mr. H. G. Smith
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

This is in regards to the claim by the Atkinson Company for maintenance on detour and frontage road used as detour on the Wygant Park-Hood River contract.

An O-9 specification was set-up for use on those portions to be traveled by the public. Using their contract price this anticipated O-9 amounted to $3,580, of which no part was used. In the fall of 1952 the service road that had been used as a detour was given a binder course after traffic had been routed onto the main roadbed. This binder course would not have had to have been placed had we placed the O-9 according to the contract and no oiling of any kind was done on that portion to be used only as a detour. The portion used as a detour only amounted to 1,600 lineal feet and the service road used as a detour amounted to 3,300 feet. Using the contract bid price the binder course placed on these two portions amounted to $1,150. This made a saving to the State of $2,230. 2430^{00}

As you know the temporary oiling placed on the main roadbed in the fall of 1952 did not stand up under this heavy traffic but we did get good use from the binder course placed on the service road as traffic had been moved to the main road prior to this oiling.

Very truly yours,

W. E. Chandler
Division Engineer

Williams

By Dean Swift
DEAN SWIFT
Assistant Division Engineer

DS:sl

cc: Mr. L. V. Blickenstaff

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS

GUY F ATKINSON, CHAIRMAN OF BOARD
GEO H ATKINSON, PRESIDENT
A E HOLT, SENIOR VICE-PRESIDENT
D E ROOT, VICE-PRESIDENT AND AREA MANAGER
W A KETTLEWELL, VICE-PRESIDENT
E M JENNETT, VICE-PRESIDENT
E B SKEELS, VICE-PRESIDENT
F R BONNER VICE-PRESIDENT
G W WINTZ, VICE-PRESIDENT
H H HUNT, VICE PRESIDENT AND AREA MANAGER
R S KERR, CHIEF ENGINEER
DONALD K GRANT, SECRETARY
J H WAUGH, TREASURER
H L JAMES, ASST AREA MANAGER

P. O. BOX 7528
PORTLAND, OREGON
OFFICE AND YARD LOCATED AT
5315 N.E. 101ST AVENUE

SOUTH SAN FRANCISCO
LONG BEACH
SEATTLE
DENVER

November 12, 1953

Oregon State Highway Dept.
Bend, Oregon

Subject: Request for reimbursement for costs of maintaining detour and South service road, used as detour, Station 1046+50 to 1095 on Hood River-Wygant Park Section of Columbia River Highway — BF1-174(14).

Gentlemen:

We are hereby requesting payment of $2,975.23 for equipment rental, on a force account basis, for maintaining a detour consisting of the South service road from Station 1062 to Station 1095 and the temporary extension thereto from Station 1046+50 to 1062.

Original job plans and specifications provided for construction of the detour from Station 1046+50 to 1095, of which that portion from Station 1062 to 1095 consisted of the permanent South service road; and further provided that upon completion of the grading, this detour should be paved with a type 0-9 oil mat wearing surface; and that "Beginning three days after the second seal of the oil mat has been placed, the contractor will be relieved of further maintenance thereof, . . ."

However, after completion of the grading, it was found that that portion of the South service road between Stations 1070 and 1083, which was on a low fill across a swampy meadow, was settling so badly that an oil mat wearing surface could not be expected to last. In a conference between a Guy F. Atkinson Company representative, a representative from our sub-contractor for the paving, and the Resident Engineer, Guy F. Atkinson Company offered to maintain the service road detour in lieu of paving it, and this offer was accepted by the Resident Engineer. It was not intended by Guy F. Atkinson Company that this maintaining be done free of charge, but on a force account or similar basis.

Ultimately over two feet of additional fill material was added to parts of the South service road, at the State's direction, to restore it to proper grade before settlement ceased and it could be paved.

A subsequent request for a price agreement or an extra work order to cover cost of this maintenance was refused. However, the Company continued maintenance of the detour until traffic was diverted to the new main highway.

Omission of the temporary portion of the detour paving from Station 1046+50 to 1062 saved the State a minimum of $1,835 (as outlined on the attached sheet) plus the cost of maintaining the rapidly settling service road grade, for which it was obligated, under the specifications. To date, no part of this detour maintenance cost has been accepted by the State.

The costs outlined on the accompanying extra work order sheets cover routine motor grader work and the addition of a small amount of topping material to cover chuck holes; but does not include the raising to grade of the settled service road grade.

We, therefore, request the Oregon State Highway Department to issue an extra work order to cover costs of maintaining the temporary detour from Station 1046+50 to Station 1062, and the South Service Road, Station 1062 to 1095, during the period which they were used exclusively as a detour.

Yours very truly,

GUY F. ATKINSON COMPANY

John Skeels

John Skeels
District Engineer

Enclosures

Minimum Cost of Paving Detour with 0-9 Material Had it been Paved — Station 1046+50 to 1062

Base Course 3"-0	=	$\frac{1300 \times 23 \times .42}{27}$	=	465 c.y. @ \$2.00 cy	\$ 930.00
Base Course 3/4"-0	=	$\frac{1300 \times 22 \times .17}{27}$	=	180 c.y. @ 2.50 cy	450.00
Aggregate in Seal Coat	=	$\frac{1300 \times 18 \times .06}{27}$	=	52 c.y. @ 4.40 cy	228.80
150-200 Asphalt	=	$\frac{\frac{1300 \times 18}{9} \times 0.2}{259}$	=	2.08 Tons @ \$57.00 Ton	118.56
RC-3 Asphalt	=	$\frac{\frac{1300 \times 18}{9} \times 0.25}{265}$	=	2.45 Tons @ \$44.00 Ton	107.80
					\$1,835.16

December 23, 1953

Mrs. June Haviland
Route 3, Box 37
Hood River, Oregon

Re: File No. L-1786

Dear Mrs. Haviland:

Pursuant to your recent letter regarding the problem of water supply to your artificial lake, please be advised that this matter was referred to our Legal Department and its findings are that, since the original option executed by yourself was not accepted but was formally rejected, none of the provisions contained therein are binding upon the State. Therefore, there is no obligation on the part of the State Highway Commission to protect or re-establish the alleged spring which you claim was the source of water supply to your artificial lake.

From an investigation conducted by our Engineering Department and Legal Department, I can find nothing to substantiate your allegation that a spring existed which supplied water to your artificial lake.

The State Highway Commission feels that it has more than performed all obligations which it undertook by purchasing your property on the basis of the warranty deed executed by yourself under the date of January 11, 1952. Therefore, we must at this time respectfully advise you that the State can take no further action regarding your alleged loss of spring as a result of highway construction.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

W. W. STIFFLER
Assistant State Highway Engineer

EMP:mbw
cc C. W. Enfield

Mrs. June Haviland
Route 4, Box A23
Hood River, Oregon

Dear Mrs. Haviland:

In replying to your letter of November 9, I must confess that I have been unable to find water where none apparently exists, and we have come to the conclusion that it is useless to continue investigations and/or attempts to feed water into your lake.

I agree that the terms of the option in acquiring your property stated that the State would protect said spring waters, but I am not in a position to determine how far this matter has obligated the State.

It is senseless to continue correspondence relative to this matter when it appears that we can not further augment flow of water into the lake. Therefore, if the matter must be continued further it will necessarily be on a legal basis, and I am, therefore, referring the entire matter to the Oregon State Highway Commission's Legal Department.

WCW

WCW:me

cc Mr. C. W. Enfield

Re Revised

12-21-53
Hold for few days
SMB.

FORM E-30 37,000 4-53 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1953

PLEASE RETURN TO
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
O F F I C E

NOTED
W. C. WILLIAMS

Dear Sir:

I have carefully reviewed the June Haviland matter and herewith my thinking.

The Haviland lake or pond, which lies adjacent to and northerly from the relocated Columbia River Highway west of Hood River, seems to be fed by two sources. Seepage from the higher areas to the south and west, and irrigation water which has been turned into the lake during the dry summer seasons since the pond was in existence.

Mrs. Haviland contends that there was an underground spring, in addition to the above two sources, which fed the pond, and it is this spring which she says was destroyed or diverted by the highway construction. Our studies do not substantiate this claim. Mrs. Haviland's neighbor, Mr. Frick, who is secretary of the local irrigation district, told our resident engineer that Mrs. Haviland had supplemented the natural ground water supply during the dry months of the summer by diverting irrigation water into the pond yearly. Scott's report of August 6, 1953 states "Since [illegible] dry, it indicates that the spring referred to by Mrs. Haviland probably did not exist". What Mrs. Haviland once referred to as a bubbling spring feeding her pond turned out to be a leaking water main, and, if memory serves me right, we paid a somewhat substantial water bill as it was contended the leak was caused by our operations. When the leak was repaired, the "spring" dried up. During the summer of 1953, the pond was fed, as was usual, by the diversion of irrigation water. I am informed the pond has never been dry.

Summing up, I would say that, though Mrs. Haviland is quite persistent and persuasive, I do not believe that the construction of the highway has made any change in the flow of water which existed before construction. Therefore, I doubt that we owe her anything. Matters of this kind are not subject to exact determination and we will probably have to live with this one for some time, however, the best evidence available at this time indicates that we have not damaged Mrs. Haviland and, therefore, should not be called upon for a replacement of her water supply.

In passing, I might add that the only apparent feasible supply would be to pipe in from Phelps Creek, some 2100 feet to the west, and the installation of a pump or ram, as it is not feasible to develop a gravity flow. The cost would probably be $3,000 to $3,500. However, as already stated, I do not believe that we should be called upon for a replacement at any cost.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:js

RECEIVED
NOV 25 1953
OFFICE OF
STATE HIGHWAY ENGINEER

Hood River, Ore
Nov 9 - '53

Dear Mr. Williams

When in Salem months ago with the hope in my heart the head of the High way Dept. would show the new road-bed south a considerable distance, I noted that Mr. Baldock called you in to give the final answer. So you will continue to be the man I will look to for action. You've tossed the ball to Witt but as I see it he can go no farther than you already have. The Geologist Scott had holes drilled. They apparantly did not find my Spring.

Now it has simmered down to this — Had you gone down on the river level - or south of my solid rock hill (that they drilled thru for weeks) your Spring troubles would not be disturbing you now. You did not. So my Spring has gone - disappeared, dropped or been buried. I need water for the Lake. Thes

Lake is the crowning glory of "Tranquillity." I don't want City water (we've had it!) More irrigation will not do for they shut it off too early, and do not open head gates until too late. A Spring or a Creek – that's what must come my way. Mr. Williams, please go over to your big dictionery in the corner, look up the word "protect." You will find 'to cover or shield from danger or injury – to preserve.' Come Hell or High Water that is just what it says! That is what the Hiway Dept. has to contend with. (Don't put me down in the category of average Hood River-ite. I know my limitations and I'm not looking for more than is due me.) There are many Springs above the old fox farm property – the old Yeoman place, Merediths and a creek thru the John Williams property. Just press some buttons Mr. Williams, and get a nice little stream of water running my way! The drain tile you mentioned in recent letter was put in to safeguard irrigation and city water line. yes, it would hold another pipe carrying a Spring but I'm under the impression when the dynamiting was done on the solid rock hill (that I urged you and Mr. B. to agree to by pass on the South this caused the Spring to drop - may be to Eternity - the bowels of the Earth! It came out by the lovely tree you did preserve, was all marshy for 30 or 40 feet. Sheldon and other State men and I tramped thru it. It was most certainly clearly marked. How does one know which direction it came from - perhaps it came from the West where there are so many fine Springs gurgling out of the hills - The Hotel Spring and others I've mentioned. It is quite probable mine came from that direction (I don't believe anyone traced it South before the dynamiting.) No - I'm not a Geologist, but I know a few things about Lakes and beauty spots and fully intend to do my level best to protect them.

Come on, let's go! Don't have me yapping at you all winter - on into the Spring.

Very truly yours, June Haviland

FORM E-30 25M 8 51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1953

SUBJECT: File 17007-June Haviland
Viento-Hood River Section
Columbia River Highway

To: Mr. W. C. Williams
Asst. State Highway Engineer
OFFICE

Dear Mr. Williams:

Following up your letter to Mrs. Haviland of October 28th, a call was made at the home of Mrs. Haviland and the situation confronting us regarding the loss of the spring on her property was thoroughly discussed.

No amount of money will satisfy Mrs. Haviland and she is very insistent that water must be provided to fulfill our obligations assumed under the conditions of the option signed in November 1951. At the present time water is being supplied through a four-inch main and connected with her irrigation system. However, during the period when the flumes are cleaned there will be absolutely no flow of water, and during the summer period she is entitled to a limited flow of water which will not be sufficient to supply the demands of the lake.

At the time the negotiations were carried on with Mrs. Haviland there was a marshy spot west and north of the lake. This, I notice, has disappeared. There was a flow of water coming under her driveway at a location where our service road is now situated, and that has also disappeared. It is possible that the heavy blasting operations may have destroyed a source of water that she had, but since I am no geologist, I think this matter should be more carefully examined by that Department and a full report made as to whether or not it would be possible that the Department find water in that area which will satisfy her demands.

There were two heavyily producing springs near the Columbia Gorge Hotel, but I did not check the feasibility of bringing that water into her lake area. I did inform her that we would make further efforts to satisfy her demands and that I would again consult her concerning this situation.

Very truly yours,

William H. Witt

WILLIAM H. WITT
Right of Way Agent

WHW:mb

files

DFI-124(14)

Fidelity and Deposit Company
HOME OFFICE OF MARYLAND BALTIMORE 3

FIDELITY AND SURETY BONDS
BURGLARY AND GLASS INSURANCE

E. MILTON SMITH
VICE-PRESIDENT AND MANAGER
NORMAN A. BURGOON, JR.
ASSOCIATE MANAGER

CONTRACT DEPARTMENT

A. GORDON STIFF
ASSISTANT MANAGER
FRANKLIN W. SUTTON
ASSISTANT MANAGER

December 16, 1953

Oregon State Highway Department
Salem, Oregon

Attention: Mr.H.B. Glaisyer, Secretary

NOTED
F. QUERY

Gentlemen:

In re: Guy F. Atkinson Company

As requested in your letter of December 1st with reference to contract No. 3605, for grading and paving on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County and which contract is being performed by Guy F. Atkinson Company, we note you will release to the contractor on or after December 11, 1953 semi-final payment in the amount of $95,661.75.

Yours very truly,

Albert J. Stein
Division Superintendent

AJS:pw

No. 4689

RECEIVED
DEC 18 1953
FOR FILING

[illegible]

[illegible]

4689

December 16, 1953

Mrs. June Haviland
Route 4, Box A23
Hood River, Oregon

Dear Mrs. Haviland:

With reference to posts along the approach road to your property, please be advised that arrangements have been made for the installation of these posts, and probably the posts will be in place by the time you receive this letter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. H. G. Smith

No. [illegible]

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11th, 1953

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

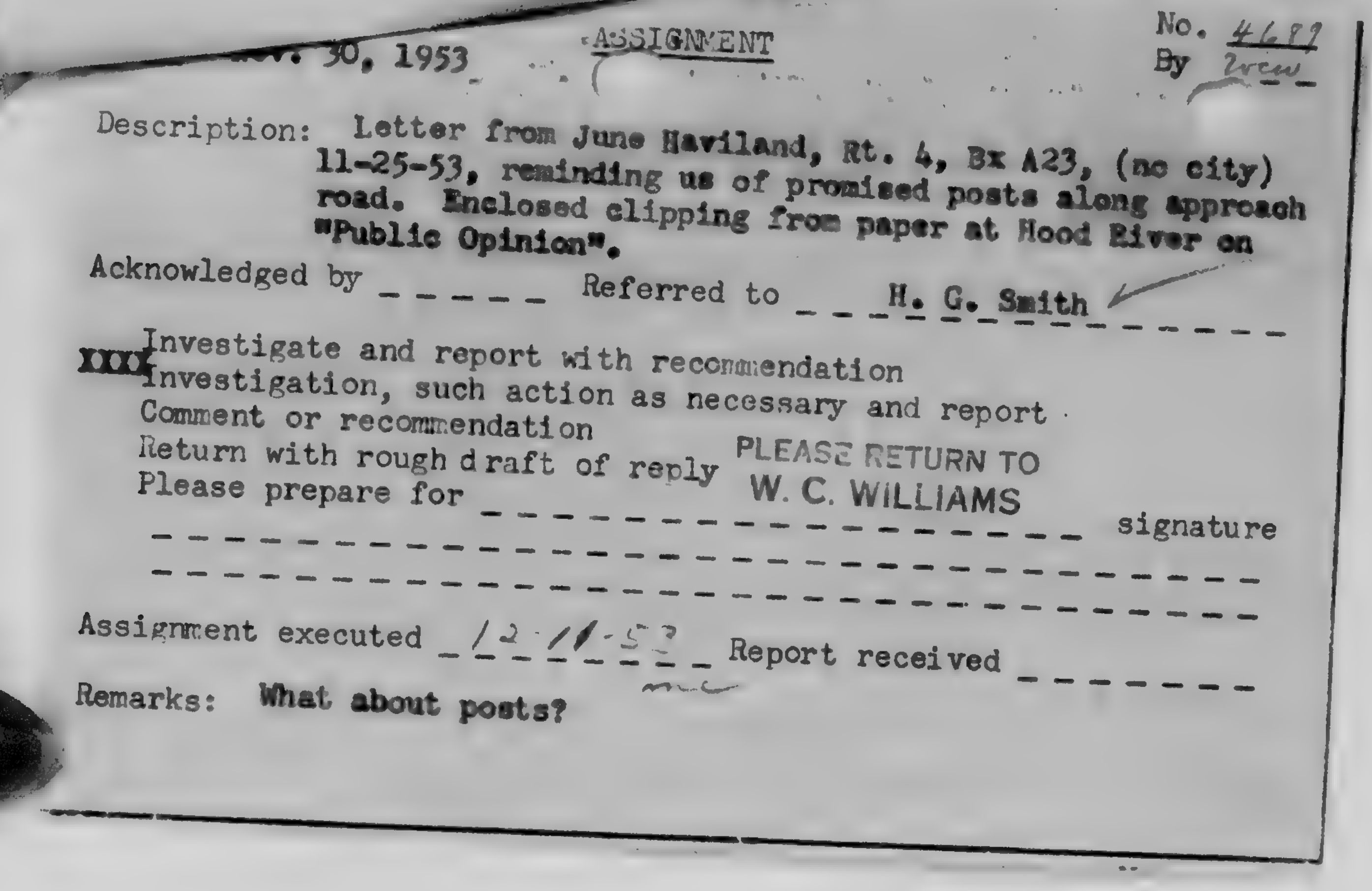
In reply to Assignment #4689, I talked to Swift and Sawyer about sight posts and other needed improvements at the June Haviland entrance, and I noticed the maintenance crew working there so I presume it is being taken care of.

The entrance was first built to a normal width, then narrowed at the request of Mrs. Haviland so that people would not park in it, and since then it has been widened about twice.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR



30, 1953 **ASSIGNMENT**

No. 4699
By wcw

Description: Letter from June Haviland, Rt. 4, Bx A23, (no city) 11-25-53, reminding us of promised posts along approach road. Enclosed clipping from paper at Hood River on "Public Opinion".

Acknowledged by _____ Referred to H. G. Smith

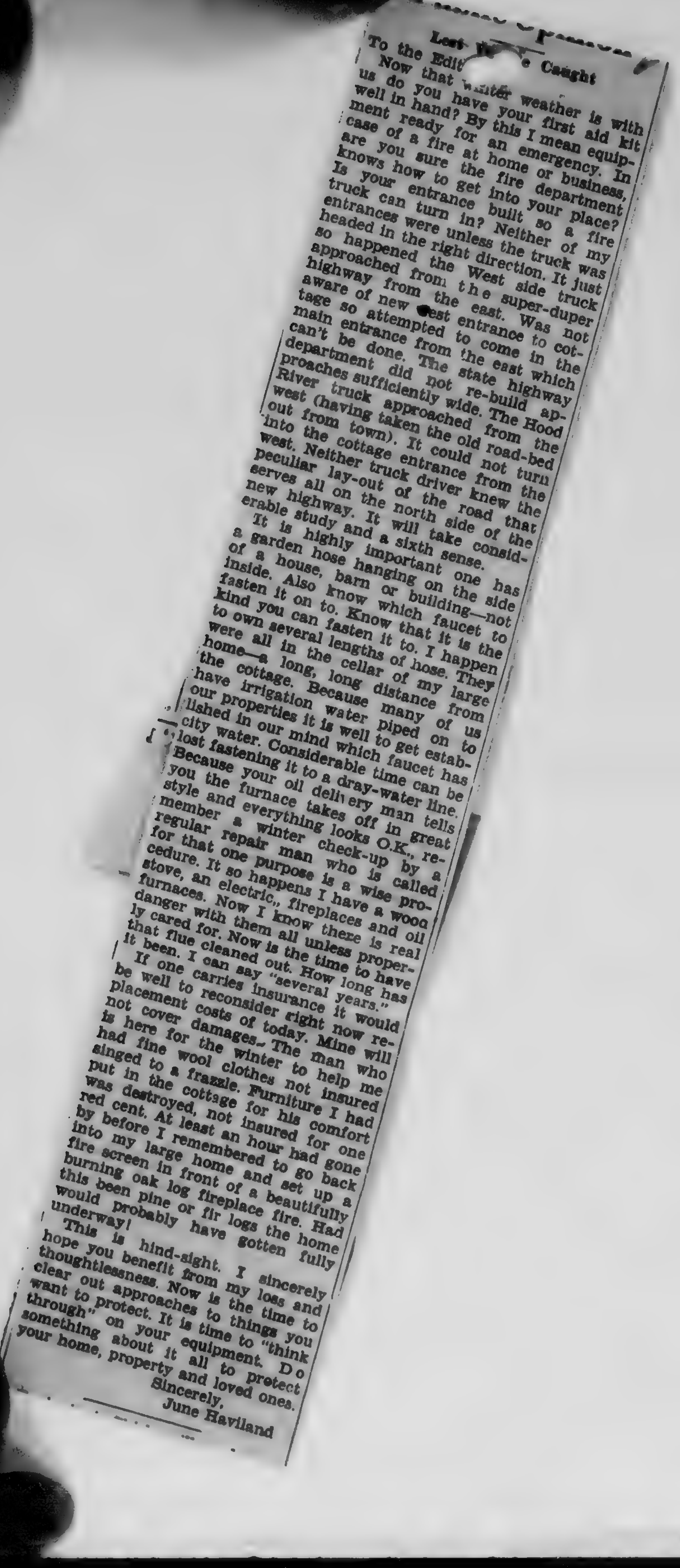
XXXX Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 12-11-53 Report received ________

Remarks: What about posts?

Nov 25- .5



Lest W[illegible]e Caught

To the Edit[illegible]

Now that winter weather is with us do you have your first aid kit well in hand? By this I mean equipment ready for an emergency. In case of a fire at home or business, are you sure the fire department knows how to get into your place? Is your entrance built so a fire truck can turn in? Neither of my entrances were unless the truck was headed in the right direction. It just so happened the West side truck approached from the super-duper highway from the east. Was not aware of new west entrance to cottage so attempted to come in the main entrance from the east which can't be done. The state highway department did not re-build approaches sufficiently wide. The Hood River truck approached from the west (having taken the old road-bed out from town). It could not turn into the cottage entrance from the west. Neither truck driver knew the peculiar lay-out of the road that serves all on the north side of the new highway. It will take considerable study and a sixth sense.

It is highly important one has a garden hose hanging on the side of a house, barn or building—not inside. Also know which faucet to fasten it on to. Know that it is the kind you can fasten it to. I happen to own several lengths of hose. They were all in the cellar of my large home—a long, long distance from the cottage. Because many of us have irrigation water piped on to our properties it is well to get established in our mind which faucet has city water. Considerable time can be lost fastening it to a dray-water line. Because your oil delivery man tells you the furnace takes off in great style and everything looks O.K., remember a winter check-up by a regular repair man who is called for that one purpose is a wise procedure. It so happens I have a wood stove, an electric., fireplaces and oil furnaces. Now I know there is real danger with them all unless properly cared for. Now is the time to have that flue cleaned out. How long has it been. I can say "several years."

If one carries insurance it would be well to reconsider right now replacement costs of today. Mine will not cover damages. The man who is here for the winter to help me had fine wool clothes not insured singed to a frazzle. Furniture I had put in the cottage for his comfort was destroyed, not insured for one red cent. At least an hour had gone by before I remembered to go back into my large home and set up a fire screen in front of a beautifully burning oak log fireplace fire. Had this been pine or fir logs the home would probably have gotten fully underway!

This is hind-sight. I sincerely hope you benefit from my loss and thoughtlessness. Now is the time to clear out approaches to things you want to protect. It is time to "think through" on your equipment. Do something about it all to protect your home, property and loved ones.

Sincerely,
June Haviland

Nov 25 - 53

Dear Mr Williams

Mr Blickenstaff promised me some Highway posts along approach road (new west entrance) so cars would not slide off in snow season — No do! How do I get them? Your engineers would have heard some new cuss words when Fire trucks attempted turn in!

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

Jim Haviland

Rt. 4 Bx a 23

RECEIVED
FOR FILING

[illegible]

December 15, 1953

Fidelity and Deposit Company
901 Failing Building
Portland 4, Oregon

Attention: Mr. Clarence D. Porter

Gentlemen:

On the semi-final estimate dated November 24, 1953, there is shown an amount paid to the contractor of $1,822,912.17. In addition to this amount, there is a retained percentage in the sum of $56,378.73. The final amount has not yet been computed.

This is in reply to your letter of December 14 concerning the status of payments on Contract No. 3605.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

Fidelity and Deposit Company

HOME OFFICE OF MARYLAND BALTIMORE 3

FIDELITY AND SURETY BONDS

BURGLARY AND GLASS INSURANCE

CLARENCE D. PORTER
MANAGER
ROBERT B. CUMMING
ASSISTANT MANAGER

900-1-2-3 FAILING BUILDING
PORTLAND 4, ORE.

TELEPHONE
ATWATER 6441

December 14, 1953

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 51 80 520-A - Guy F. Atkinson Co.
Contract No. 3605 - Grading and Paving on the Wygant Park-Hood River Section of the Columbia River Highway

Dear Mr. Glaisyer:

This will acknowledge receipt of your letter of the 1st instant relating to payments under this contract.

Please advise the total payments made for this work.

Very truly yours,

Clarence D. Porter
Clarence D. Porter sw
Manager

11-24 total paid 1,822,912.17
56,378.73

No. 21 Semi

CDP:scw

RECEIVED
DEC 8 - 1953
FOR FILING

EF1-174(74)

36-5

December 2, 1953

Guy F. Atkinson Company
Post Office Box 7528
Portland, Oregon

Attention: Mr. John Skeels

Gentlemen:

In reply to your letter of December 1, I will most certainly be pleased to meet with you in regard to further matters that you wish to present relative to your claim for borrow area acquisition on the Wygant Park-Hood River Section.

Unfortunately, my time is very limited for the balance of December due to various meetings I am already committed to and the further fact that I am hopeful of taking a week or 10-day vacation over the Christmas holidays. In looking at my calendar, the only two dates that appear to be open after December 14 are the 14th and 15th. If agreeable to you, I would prefer to meet with you at 1:30 p.m. on Monday, December 14. If this is not agreeable to you I can arrange for a meeting at 10:00 p.m., December 15. I shall await your reply in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
P. O. BOX 7528
PORTLAND, OREGON
OFFICE AND YARD LOCATED AT
5315 N.E. 101ST AVENUE

GUY F ATKINSON CHAIRMAN OF BOARD
GEO. H. ATKINSON, PRESIDENT
A. E. HOLT, SENIOR VICE-PRESIDENT
D E. ROOT, VICE-PRESIDENT AND AREA MANAGER
W A. KETTLEWELL, VICE-PRESIDENT
E. M. JENNETT, VICE-PRESIDENT
E B SKEELS, VICE-PRESIDENT
F R BONNER, VICE-PRESIDENT
G. W. WINTZ, VICE-PRESIDENT
H. H. HUNT, VICE-PRESIDENT AND AREA MANAGER
R. S. KERR, CHIEF ENGINEER
DONALD K GRANT, SECRETARY
J H. WAUGH TREASURER
H L JAMES ASST AREA MANAGER

SOUTH SAN FRANCISCO
LONG BEACH
SEATTLE
DENVER

December 1, 1953

NOTED
W. C. WILLIAMS

Oregon State Highway Department
Salem,
Oregon

RE: Contract No. 3605

Attention: Mr. W. C. Williams

Gentlemen:

We have received, and wish to thank you for your letter of November 25, 1953; relative to our claim for $9,436.24 for borrow area acquisition for the Wygant Park - Hood River Section of Columbia River Highway.

We regret that this claim was not received more favorably, but we do feel that it is a just claim. We would appreciate an opportunity to meet with you, at your convenience, for the purpose of discussing this matter. We will be pretty well tied up through the week of December 7, on bids for the Corps of Engineers and for the Oregon State Highway Department; but will appreciate any date satisfactory to you subsequent to December 14.

Yours truly,

GUY F. ATKINSON COMPANY

John Skeels

John Skeels
District Engineer

RECEIVED

FOR FILING

December 1, 1953

Fidelity & Deposit Company of Maryland
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Guy F. Atkinson Co. on contract No. 3605, for grading and paving on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County.

This payment, in the amount of $95,661.75, will be released to the contractor on or after December 11, 1953. The retained percentage is $56,378.73.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Fidelity & Deposit Co. of Maryland
Oregon Branch Office
Clarence D. Porter, Manager
902 Failing Bldg.
Portland 4, Oregon

ON CARD

12-1-53-C

RECEIVED
1953
FOR FILING

November 25, 1953

Guy F. Atkinson Company
Post Office Box 7528
Portland, Oregon

Gentlemen:

There has been referred to this office your claim in the amount of $9,436.24 as the cost of acquiring additional borrow area on your Contract No. 3605, Wygant Park-Hood River Section, and your claim for $2,975.23 for maintenance of a detour road on the same contract.

I am requesting further investigation of the second claim—for maintenance of the detour road—and this matter will be taken up with you at a later date. This letter shall be confined to your first claim—for acquiring the additional borrow area.

Before discussing this claim, I do wish to advise you that the State Highway Department is extremely well pleased with your handling of this contract, and the work accomplished is a credit to your firm.

Analysis of your claim for the additional borrow area can lead to only one conclusion, and that is that the acquisition of the additional borrow area was to provide your Company a more economic operation in the handling of the special borrow materials. We can find no facts to indicate that sufficient materials were not available from the State-designated source, and the special provisions specify as follows: "All borrow excavations shall be made at such locations within the areas designated by the Engineer as will in the opinion of the Engineer provide materials more suitable for embankment construction." This clause would have permitted the Engineer to designate to you the areas from which the excavations were to be made, and excavations for the embankment proper would have been permitted only from suitable material areas.

Our investigation does indicate that the materials you refer to in your paragraph four did not come from the main part of the designated state source but were materials taken from a small knoll immediately in front of the borrow pit area which had to be removed to gain access to the main borrow. We admit that this was not suitable material but do emphasise that it was not representative of the materials in the main borrow pit. You probably would have had some difficulty in getting the materials down to the shovel. This, however, was not an obligation of the State Highway Department and was a matter for you to determine in preparing your bid.

Further, no request was made the State for the acquisition of additional borrow area nor was any representation made that the State's pit was unsuitable. If such representation had been made, an investigation would have been made at that time, and if the materials specified by the State had been determined to be unsuitable the State would have acquired additional area. We are quite certain in this respect, however, that if it had been necessary to obtain additional area such area would have been obtained on an acreage basis at a fraction of the cost you paid on the royalty basis.

Summing up the above facts, it is my opinion, which is concurred in by the Resident Engineer, the Division Engineer, and the Construction Engineer, that your claim is not valid, and I can not so recommend it to the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. W. E. Chandler

FORM E-90 37,500 4-52 88808

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20th, 1953

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

Dear Sir:

Herewith request for reimbursement in the amount of $9,436.24 from the Guy F. Atkinson Company for acquiring additional borrow area on the Wygant Park-Hood River Section of the Columbia River Highway.

We furnished a large talus area to be used for borrow on the east side of the high bluff immediately east of Mitchell Point. A portion of this talus had formerly been used for highway purposes, and the floor of the old pit was of considerable elevation above the Columbia River Highway and the road developed around from the south to enter the pit. It was our plan that they would haul out this old road, but Atkinson made a closer connection with a steep grade up from the Columbia River Highway. In constructing this road up to the pit property, he used considerable unfavorable material for the ramps to the railroad overpass, but I never hear them mention that there was anything wrong with the pit itself except that the talus slope was 500 or 600 feet high, and they did nothing toward breaking it down, but started excavating immediately at the bottom, expecting the material to run down to the shovel. I talked to Mr. Skeels as they seemed uncertain how they were going to get the material to their shovel and seemed unwilling to bear the expense of putting cats up on the talus and working the material down.

I inspected the work at frequent intervals, and, a short time after an inspection, I was surprised to learn they had purchased property from the property owner between our area and the mouth of the Mitchell Point Tunnel lying along the north side of the bluff, and was informed that they felt that they could operate the smaller talus much cheaper than they could break down the material from our high talus, and I am convinced that was the reason they entered into an agreement for the payment of royalty on the material and not from any particular reason as to the character of the material because they could not have tested their new pit sufficiently to determine very much about the character of the material.

Our policy is to purchase material on an acreage basis and to discourage the contractors from securing material on a royalty basis, and there is no reason to suppose we could not have purchased this pit for a fraction of the Atkinson cost had they advised that the other material was unsatisfactory and asked us to purchase a new pit.

I think we should discourage a claim placed at this late date when no request was made for us to secure another pit or even any discussion taken place concerning the desirability of another pit on account of the character of the material.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

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NOV 20 1953
STATE [illegible]

FORM E-20X 25M 6 51 50116

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
[illegible]
CON[illegible]

Bend, Oregon
November 17, 1953

SUBJECT: Wygant Park-Hood River
Columbia River Highway

To:
Mr. H. G. Smith
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

I am enclosing herewith for your consideration a letter and supporting bills which contain a request for reimbursement for the cost of acquiring additional borrow area for the Wygant Park-Hood River Section of the Columbia River Highway by the Guy F. Atkinson Company.

In explanation of some of the statements in their letter I would like to offer the following: Material referred to in paragraph 4 as being used in the ramps to the Railroad Overpass and then being unsuitable for reuse later in the Highway roadbed did not come from the main part of the State owned pit but was some of the first material used and was taken from a small knoll immediately in front of our pit area which had to be removed to gain access to the main borrow. Mr. Blickenstaff admits that this was poor material and is not representative of the main part of our borrow pit.

It is Mr. Blickenstaff's contention and I concur with him, that the main reason for their move from our pit to their own was primarily a matter of cost as they did have some difficulty getting back into the State pit and getting material down to the shovel. Mr. Blickenstaff states that he never at any time mentioned to the Atkinson Company that our material was not suitable for the fills and as far as I know no other engineer ever questioned the quality of material in the State pit.

In the last paragraph they mention that they could furnish the State a deed to the additional area but as far as I could see there is very little material left in this additional area.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:sl

cc: Mr. L. V. Blickenstaff

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS

GUY F ATKINSON, CHAIRMAN OF BOARD
GEO H ATKINSON PRESIDENT
A E HOLT, SENIOR VICE-PRESIDENT
D E ROOT, VICE-PRESIDENT AND AREA MANAGER
W A KETTLEWELL, VICE-PRESIDENT
E M JENNETT, VICE-PRESIDENT
E B SKEELS, VICE-PRESIDENT
F R BONNER VICE-PRESIDENT
G W WINTZ, VICE-PRESIDENT
H H HUNT, VICE-PRESIDENT AND AREA MANAGER
R S KERR, CHIEF ENGINEER
DONALD K GRANT, SECRETARY
J H WAUGH, TREASURER
H L. JAMES ASST AREA MANAGER

P. O. BOX 7528
PORTLAND, OREGON
OFFICE AND YARD LOCATED AT
5315 N.E. 101ST AVENUE

SOUTH SAN FRANCISCO
LONG BEACH
SEATTLE
DENVER

November 12, 1953

Oregon State Highway Dept.
Bend, Oregon

Subject: Request for reimbursement for cost of acquiring additional borrow area for Hood River-Wygant Park Section of Columbia River Highway — BF1-174(14)

Gentlemen:

We are hereby requesting reimbursement of $9,436.24, the cost of acquiring an additional borrow area in lieu of that supplied by the State for highway project BF1-174(14).

Initial borrow operations started in the State-owned pit, which proved to be unsuitable soon after operations started. What appeared from the exterior to be a massive wedge of accumulated rock talus, proved to be a thin layer 50 feet to 75 feet thick, on a sloping deposit of saturated muddy sand which turned into soupy muck when disturbed. The talus itself, below the exposed surface, contained an excess of saturated muddy fines which caused the fill constructed with it to be extremely unstable.

Borrow from both the State and Guy F. Atkinson Company pits was used for construction of fill in the Columbia River for the relocated Union Pacific railroad, and that portion of the new Columbia River Highway between Stations 860 and 950. A total of 568,000 cubic yards, pit measure, of talus borrow was used in this fill, of which 460,831 cubic yards came from the area furnished by Guy F. Atkinson Company, and the balance of 107,169 cubic yards came from that furnished by the State. However, much of that yardage which final cross-section credited to the State-furnished pit was the drier surface material which sloughed into the Guy F. Atkinson Company pit during borrow operations.

It was planned to construct temporary overpass ramps of talus borrow and, at the end of borrow operations, reuse this material for portions of the highway and railroad fill adjacent to the temporary overpass site. These ramps were constructed of 39,569 cubic yards of borrow, all from the State pit. The South ramp containing 26,753 cubic yards (by State cross-sections) was largely completed in January of 1952, and allowed to stand unused until the temporary overpass was completed on March 28, 1952.

When hauling operations started on April 1, it was found that this ramp would not support truck traffic until it had been blanketed with dry material imported from elsewhere. The 12,816 cubic yards of material in the North ramp was ultimately removed and placed in the upper portion of the railroad fill but was found to be too spongy to support equipment or to stand finishing, and had to be replaced with other material. The Resident Engineer served notice on September 16, 1952, that the borrow from the State pit remaining in the South approach was unfit for use in the top of the highway fill and was therefore not acceptable, and 26,753 cubic yards was subsequently deducted from the borrow pay quantities. This necessitated construction of an additional haul road to the Guy F. Atkinson Company borrow area to make up the resulting fill shortage, for which no payment was asked nor given. Approximately 75,000 cubic yards of talus material in the State-owned borrow area was actually placed in a shallow portion of the river fill but was found to slough badly and had to be blanketed with other material to carry truck traffic.

Because of these difficulties the Company negotiated with and obtained from Meredith L. Galligan the right to use material from the talus deposit between the old Highway 30 and the vertical rock bluff forming part of Mitchell Point formation just east of the Mitchell Point tunnel. This material proved to be a well-graded, clean talus which formed a stable fill in river depths up to 80 feet. To secure this material it was necessary for the Company to pay a royalty of one cent (1¢) per cubic yard, measured in the pit, and perform certain work as outlined in the attached copy of the agreement and as detailed in the accompanying cost summary.

In view of the fact that material from the State borrow pit placed in the temporary overpass ramp fill was judged by the State to be unfit for reuse in the upper portion of the highway fill after it had lain in the ramp fill for 8½ months, we feel that our original estimate of this material was vindicated.

At the present time the railroad and highway fill has withstood two Spring floods of the Columbia River, with no appreciable settlement. Use of the more suitable borrow material from the Company-acquired area in lieu of that furnished by the State has resulted in considerable savings to the State in that it stands on a steeper angle of repose than would have the more lubricated materials from the State area, and is more stable; resulting in less costs to the State for maintenance for both the highway and railroad roadbeds on the river fill. It also should be pointed out that any differences in haul distances were to the advantage of the State.

We therefore feel that the Company is entitled to reimbursement of its actual costs incurred in supplying this additional borrow area, and we are prepared to furnish to the State the deed to this additional area at no additional cost to the State.

Yours very truly,

GUY F. ATKINSON COMPANY

John Skeels

John Skeels
District Engineer

Enclosures

COST SUMMARY FOR BORROW ACQUISITION

Clear:	Labor	$ 1,097.38	
	Equipment	832.70	
	Total		$ 1,930.08
Salvage, Trim, and Buck Merchantable Logs for Owner:			
	Labor	$ 166.42	
	Equipment	151.82	
	Total		318.24
Clean-up Borrow Pit and Make Access for Owner after Borrow Operations Complete:			
	Labor	$ 32.92	
	Equipment	483.20	
	Total		516.12
Moving Existing Power Line: (By P.P.& L.)			2,053.49
Royalty Paid Owner: 460,831 c.y. @ $ 0.01 c.y.			4,608.31
Attorney's Fees for Agreements with Owner			10.00
	Total Costs to Guy F. Atkinson Company		$ 9,436.24

RECEIVED
NOV 27 1953
FOR FILING

LFI-1146

[illegible]

Salem, Oregon
November 24, 1953

Mr. H. G. Smith

I have given careful consideration to the two claims made by Guy F. Atkinson Company on the Wygant Park-Hood River Section, and I have come to the conclusion that the claim for acquiring additional borrow area should be denied in its entirety and I shall advise the Company direct of my position in this matter.

In the matter of their claim for $2,975.23 for maintaining the South service road, it is my opinion that some further investigation and thought should be given to this claim. I note that the State was obligated to assume maintenance of this detour three days after completion of placement of a type 0-9 oil mat thereon. Due to apparently bad subgrade conditions the oil mat was never laid, and the subgrade was maintained by Atkinson until the actual pavement was constructed. I note from Chandler's report that "According to the Engineer's records this service road could have been oiled by September 15 as the rock base was finished on September 13." From this there is some question in my mind as to whether the road could have been satisfactorily oiled before that date.

By the maintenance of the detour up until time of paving, the State was saved the cost of the 0-9 oil mat, which the Atkinson Company estimates would have cost $1,835.16. Now while admitting that the contractor undoubtedly was negligent in not oiling the detour sooner, I do believe that consideration should be given to the decreased cost to the State, and I would suggest that you negotiate with the Atkinson Company on the basis that they would be allowed the estimated cost of the oiling work to apply on their bill for maintenance. The excess cost over and beyond the oiling costs should be borne by the contractor.

I return the file for your further consideration. The billing on the claim for acquiring the additional borrow area is also returned herewith.

W. C. Williams

WCW:me

Encl.

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20th, 1953

SUBJECT:

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

The Guy F. Atkinson Company has a claim in the amount of $2,975.23 for maintaining the south service road used as a detour in the vicinity of the Columbia Gorge Hotel on the Wygant Park-Hood River Section of the Columbia River Highway.

Mr. Swift explains that the specifications provided for oiling the service road, and that the Atkinson Company could have done this at any time they wished, but they apparently deferred doing so due to the difficulty of hauling from their crushing plant, which was placed on the west side of the Mitchell Point Tunnel. It is the duty of the general contractor to lay out and coordinate the work, and if he was unable to get it oiled sooner, I see no reason why we should pay for blade maintenance over a long period of time.

During the progress of the job we had no major differences with the Atkinson officials about claims for extra work, but after the entire personnel had moved out, they left Sam DeLano there, who seemed to be remeasuring and checking over the job, and I think he went out of his way to dig up some claims.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
NOV 20 1953

FORM E-30X 25M 6-51 50116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 17, 1953

SUBJECT: Wygant Park-Hood River
Columbia River Highway

To: Mr. H. G. Smith
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

I am enclosing herewith letter and supporting bills which contain a request for reimbursement for the cost of maintenance of a detour and the south service road in the vicinity of the old Columbia Gorge Hotel in the Wygant Park-Hood River Section of the Columbia River Highway while it was being used as a detour.

Paragraph two in their letter is substantially correct as we did agree to relieve the Atkinson Company of maintenance after the service road was oiled. Paragraph three as near as I can find out is not a true picture of what happened. Mr. Blickenstaff states that he did not at any time agree to any offer of maintenance by the Atkinson Company in lieu of paving. As near as I can find out this service road was finished on June 2, 1952, but no base rock was hauled to this service road until September 6, which date was the time that J. N. Conley, subcontractor, was able to haul around the Mitchell Point tunnel by way of the new highway as he was adverse to hauling through the Mitchell Point tunnel. This service road was kept in condition for traffic by the application of water and blades. All water used in maintenance was paid for under their contract.

I do not remember any soft conditions, as mentioned in their letter, on this service road but even if there had been it would seem to me that it would be the Atkinson Company's maintenance problem until such time as the road was made ready to receive pavement. According to the engineer's records this service road could have been oiled by September 15 as the rock base was finished on September 13. I notice the last bill from the Atkinson Company is dated September 20 and it seems to me that the Atkinson Company should have insisted on their oiling subcontractor laying this oil mat sooner than he did so they could have been relieved of maintenance. Inasmuch as nothing was said at the time about pushing the oiling operations forward it seems that this phase was left to the discretion of their subcontractor who in turn delayed that part of the surfacing until he was relieved of the conjested haul condition at Mitchell Point tunnel.

Yours very truly,
W. E. Chandler
Division Engineer

Dean Swift
Assistant Division Engineer

DS:al
cc: Mr. L. V. Blickenstaff

RECEIVED
FOR FILING

FORM E-20 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1953

SUBJECT:

To:

Mr. L. V. Blickenstaff
Resident Engineer
State Highway Dept.
Box 385, Franz Bldg.
Hood River, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

I have just been looking over the arithmetic of the final costs of the Wygant Park-Hood River Section, Contract #3605.

I am highly pleased to note that, in spite of the fact that this is a difficult construction project, a substantial saving was made which indicates an underrun of 3.24% for the project as a whole. I realize that there were many difficult problems in connection with this job, and we appreciate the fact that there were very few complaints as there often is in work of this kind from people who have changes er grieveances to take up. You have done a good job.

Very truly yours,

H. G. Smith
Construction Engineer

By Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc W. C. Williams
W. E. Chandler

No. 4632

RECEIVED

FOR FILING

FORM 2-90 25M 9-51 88818

BFT 134(14)

3605

4632

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4th, 1953

SUBJECT:

To:
Mr. L. V. Blickenstaff
Resident Engineer
State Highway Department
Hood River, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith three copies of an invoice from the Pacific Power & Light Company covering the relocation of their distribution line and facilities along the Wygant Park-Hood River Section.

If these bills are in order, please approve and forward through the normal channels for payment.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams ✓
W. E. Chandler

No. 4632
By WCW

ASSIGNMENT

, 1953

escription: Letter from A. H. Prael, R/W Agent, Pacific Power & Light Co., Public Service Bldg., Portland 4, Ore., 10-28-53, enclosing invoice of $6,355.19 on cost of relocating their distribution line and facilities on private property along Wygant Park-Hood River sect. of Columbia River Hwy.

Acknowledged by _ _ _ _ _ Referred to _ _ Mr. H. G. Smith _ _ _ _

Investigate and report with recommendation
xxx ~~Investigate,~~ such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 11-4-53 mc Report received _ _ _ _ _ _ _

Remarks: Check - if OK process for payment.

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

October 28, 1953

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

Reference is made to our letters of January 17 and September 6, 1952, regarding the relocation of this Company's distribution line and facilities situated on private property along the Wygant Park-Hood River section of the Columbia River Highway.

We are enclosing three copies of our invoice covering the cost of relocating said distribution line and facilities to make way for the reconstruction of the highway in this vicinity. Our authority to bill the State of Oregon Highway Commission for the cost of said relocation is covered by your letters of January 21 and September 11, 1952.

Yours very truly,

A. H. Prael
Right of Way Agent

NOTED
W. C. WILL

AHP:me

Encs. 3

1953

RECEIVED
FOR FILING

October 28, 1953

Mrs. June Haviland
Route 4, Box A-23
Hood River, Oregon

Dear Mrs. Haviland:

I find it rather difficult to reply to your letter of October 27, as your letter would imply that I can do the impossible and provide water, from what you refer to as your spring, to fill the lake, when we can find no particular flow water from the spring. I advised you on your recent trip to Salem that I would have this matter investigated and that if we could develop additional flowage of water in the spring area we would make certain that it was taken across the highway.

Extensive explorations and drillings do not reveal at this time of year any material flow of water, and the explorations and drillings further reveal no indication that any waters are being diverted to any other place. From the investigations that we have made we are of the opinion that the spring, during the summer and fall months, does not and never did develop any appreciable amount of water. During the wet season there is probably a considerable amount of water, and this should be determined during the coming winter and spring. We have provided a drain tile system from the spring to the lake, so that if there is any flow from the springs it will reach the lake.

According to the option taken on your property the State is required to do, among other things, the following: "State shall protect spring which feeds lake North of relocated highway." We have taken all precautions to protect this spring and installed drain tile in such a manner that any water from the spring would flow into the lake. We believe this fulfills our obligation under terms of the option where it says that we shall protect the spring. The option does not say that we should provide more waters than are available from the spring area. I know of nothing further that I can do in this matter, but I will request the right-of-way agent who negotiated with you, Mr. William H. Witt, to make an appointment with you at an early date and go over the matter in further detail. Perhaps some satisfactory solution may be arrived at.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: W. C. Williams
Assistant State Highway Engineer

[redacted]
cc Mr. H. G. Smith
Mr. R. L. Porter

NOTED
W. C. WILLIAMS

Hood River, Ore
Oct 27th 53

Dear Mr Williams

This lake situation is getting pretty serious. As is the usual custom the Irrigation Company has shut off the supply - My lake is rapidly going down - toward west end and nearly all one side shows _mud_. The trout will not live long in this. Please get someone on this very soon - Water can be piped from _somewhere_ if your geologist can't find my Spring.

I have owned this property 16 years and Lake has never been like it is now. If I do not have some word from you soon, and see action started I will have to contact some one else in the High way office who might help. I thought Mr. Williams, you were the one who really would "carry on thru".

RECEIVED
1953

Sincerely yours
Jung Haviland

Rt 4 Bx 923
Hood River,

RECEIVED
FOR FILING

WFI-174(14)

3605

1579

Hood River, Ore
Oct 11 - 53

Dear Mr Williams

This letter is from The Lady of the Lake. The Lake has been re-stocked with fine large trout - six to fourteen inches long this summer. How about a little Spring water? This maybe a dropped subject, but not a forgotten one. Please push some buttons and lets get the ball a-rolling. The old trout as well as these new ones need fresh water. I know they found the water

C. C. WILLIAMS

RECEIVED
FOR FILING

on the south of the
Super-duper –
Will you please see
that it gets across
the road?

Sincerely yours,
Jenny Haviland

(Rt 4, Bx 923
Hood River)

No. 4679
By LP

te: October 14, 1953 ASSI[illegible]NT

Description: **Letter of October 11 by June Haviland of Hood River regarding spring water for their trout**

Acknowledged by _____ Referred to _____ **Smith** ✓ __________

Investigate and report with recommendation
xxxx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ______________ signature
____
____

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _________ Report received _______

Remarks: **Have you any further data on this matter.**
Rec'd 10-29-53 – See Mr. Williams' letter to June Haviland dated 10-28-53, WCW

RECEIVED
AUG 20 1953
FOR FILING

L-71-104

2605

4380

Salem, Oregon
August 19, 1953

Mr. C. W. Enfield

Replying to Mr. Wyckoff's letter of July 27 relative to the water supply of George S. Jewett (File L-1780), please be advised that the District Maintenance Superintendent is now engaged in an attempt to protect the spring box and pipe line from damage from falling rocks. This work should be completed in the near future.

As to the matter of the pipe line freezing up, we know of no way to protect it from this other than that if a small amount of water is running in the pipe lines at all times we know it will not freeze. We are experimenting with the idea of installing a faucet near the end of the pipe line, so that the faucet could be turned on slightly at the beginning of winter, and letting a small stream run during the winter months, thus avoiding danger of freezing up. This may sound like a wild dream, but from past experience I am quite certain it will work, and we believe it is worth a try. If you wish to further correspond with Mr. Jewett, you might tell him that the Department is now attempting to correct the conditions which he complained of in his letter of June 24.

W. C. Williams

WCW:me

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 13, 1953

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. Forrest Cooper

Dear Sir:

Mr. Sawyer, District Maintenance Superintendent, at The Dalles, is initiating work on the water supply of Mr. Jewett with the object of protecting the system from falling rocks and freezing.

I have asked Mr. Sawyer to contact Mr. Jewett relative to this work and try to do the job satisfactorily to Mr. Jewett.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:sl

cc: Mr. J. S. Sawyer

No. [illegible]
By [illegible]

ASS[illegible]ENT

July 28, 1953

Description: **Copy of letter of June 24 by Geo. S. Jewett to Mr. Enfield and letter of July 27 by Ralph Wyckoff to WCW regarding to difficulty with Mr. Jewett in connection with rehabilitation of his spring**

Acknowledged by _____ Referred to ______**Smith** ✓______

Investigate and report with recommendation
xxxxxInvestigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for ________________ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed ~~[illegible]~~ Report received 8.14.53

Remarks: **See your letter to Chandler dated Dec. 19, 1952.**
WCW

[illegible]

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1953

SUBJECT: State Highway Commission
vs.
George S. Jewett, et al.
L-1780

To:

Mr. W. C. Williams
Assistant State Highway Engr.
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

I am attaching a copy of a letter received from Geo. S. Jewett relative to the difficulty we have been having with Mr. Jewett in connection with the rehabilitation of his spring. I have no personal knowledge of the facts of this case and would appreciate any comment which might be had from your department so that an adequate reply may be made to Mr. Jewett's letter.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By Ralph Wyckoff m
RALPH WYCKOFF

RW/mlk
Enc.

NOTED
FORREST COOPER

Hood River, Oregon.
June 24th, 1953.

Mr. C. W. Enfield, Attorney,
State Hi-Way Commission,
Salem, Oregon.

Dear Sir:-

It has again become necessary for me to bring to your attention the water set up as it applies to my property here in Hood River, and on which you wrote me a letter under date of Dec. 5th, 1952. Now that we have waited seven months for some of these things to happen in relation to making this a good and safe supply of water, which it is not, I will have to take some action to get this matter straightened out, so that this property can be considered salable with water furnished. The spring and pipe line are still just as they were on December 5th with the exception that the line is covered with saw dust and rock which probablly will freeze solid if we have any weather this winter. I have had a disinterested engineer from Portland go over this entire set-up including the laying of the new line by the state, and the line leading into the house, all of which he has reported to me in full. Since your letter of Dec. 5th, 1952 there has been considerable rock sliding in the bluff on which this spring is located and at this date the spring is entirely sorrunded by large rocks that have slid off the bluff and any day the whole system can be rendered useless by a slide. I do not believe that ahy engineer working for the State of Oregon has ever examined this line completely, with the exception of your resident engineer here at Hood River and he naturally feels that this is a good deal as it stands because he is responsible for it. It is my opinion that if you had a real close up report on this deal you would feel as we do that it has just about ruined the property for resale value.

I feel that Mrs. Jewett and I are entitled to just the same treatment accorded other property owners on this road construction and that a personal interview with some one from your office and a close up of the water line and spring as it now stands could result in some kind of an agreement of just what we will have to accept on this deal, and that applies both as to the value of the frontage taken for the road and the water set up, which at this time is non-salable for sure.

Thanking you for any information you can give me on this matter, I beg to remain

Yours very truly,

P.O.Box-303.

/s/ Geo. S. Jewett

Form E-1—10M—4-51

11-174(

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 18, 1953

Section Wygant Park-Hood River

Kind of work Grading & Paving

Highway Columbia River

Section prefix 14-1019

Contractor Guy F Atkinson

Contract number 3605

Date of contract Dec 10, 1951

Date of completion Sept 30, 1953

Date work started Nov 9, 1951

Estimated date of completion July 15, 1953

Amount of contract . . . . $ 2,086,306.61

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering . . . . $ 2,100,000.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 74,000, 46.3 %

Date project was completed July 18, 1953, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor worked 1 day removing rocks from the shoulders and cleaning out pipes. The contractor also bladed the top of the asphaltic concrete berm on the shoulder paving but was unable to blade the gravel berm outside of the asphaltic concrete berm as Mr. Swift asked, due to the type of blade they were using. I believe the state blade can do this job and I will have them try it as they are working on the shoulders now in that vicinity.

The mass diagram is now 75% complete and the job should be finaled out in 3 weeks.

NOTED
FORREST COOPER

Signed F.V. Blickenstaff Res. Engr.

Address Box 385 Hood River, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.07	6.07			7.36
Miles partially completed					
Miles completed	6.07	6.07			7.36
Total estimated quantities	1,571,300	67,000			25,200
Estimated quantities moved or placed to date	1,571,300	67,000			25,200
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	3 for 1 day				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Hot		
Friday	Hot		
Saturday	Fair		

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1953
FOR FILING

FFI-147(14)

July 10, 1953

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 7, 1953 on Contract No. 3605, Wygant Park-Hood River Section, of the Columbia River Highway in Hood River County, in connection with Federal Aid Project No. BFI-147 (14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:tp

cc: John Catturall

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1953

SUBJECT: Dead Horse
M. L. Galligan
BFI 174 (14)
R-17802

To:

Mr. C. W. Enfield
Chief Counsel
Office

Dear Mr. Enfield:

On Thursday, May 21, 1953, Mr. Lewis Fortino, adjuster for the Pacific Indemnity Insurance Company, was in my office to discuss the above matter.

Mr. Fortino stated that the Pacific Indemnity Company, on the basis of an offer submitted by Mr. Galligan to the railroad company, had forwarded releases to Mr. Galligan in the amount of $150.00 for the death of the horse involved in this matter.

Mr. Fortino stated that he would advise us at such time as they were in a position to close and file.

Yours very truly,

EARL M. PRESTON
Assistant Attorney

EMP:ap

cc: Mr. W. C. Williams

RECEIVED
FOR FILING

Pf-174([illegible])

3-5

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19th, 1953

SUBJECT:

To: Mr. L. V. Blickenstaff
Resident Engineer
State Highway Department
Hood River, Oregon

Dear Sir:

Mrs. June Haviland, who owns property along the new route of the Columbia River Highway from Station 1103 to Station 1105, has complained that the highway construction has affected the flow of water to her pond or lake which lies adjacent to and just northerly of the new highway.

Lewis Scott has made a study of the matter, and it is his thinking that possibly the highway fill southerly from the lake has dammed a flow of surface water that may have fed the pond. He suggests that the installation of a culvert under the main highway might allow entrapped water to flow to the pond. Before attempting such an installation, test holes should be dug in the area southerly from the highway to determine if there is any water that could be piped under the highway and fed into the lake.

Please make an investigation and report.

Very truly yours,

H. G. Smith
Construction Engineer

By Forr Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓
W. E. Chandler

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FOR FILING

COPY

UNION PACIFIC RAILROAD COMPANY
Office of District Claim Agent
452 Pittock Block
Portland 5, Oregon

May 11, 1953

Our File: 52-M-914

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Pacific Indemnity Company
Los Angeles 17, California

Lloyd's of London
c/o Swett & Crawford
Yeon Building
Portland 4, Oregon

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

Oregon State Highway Comm.
Salem, Oregon
(Attn: Mr. R. H. Baldock

Gentlemen:

Please refer to the letter of August 1, 1952 from Mr. A. McAllister with respect to Pacific Indemnity policy number L-86821 and Lloyd's Certificate SF-29535.

We have had no response from either of the above named insurance companies or from the State Highway Commission. Under date of August 9, 1952 the Guy F. Atkinson replied denying liability on the ground that according to their information the horse was seen to be inside the enclosure and the enclosure fences were intact upon completion of the clearing operation. This is denied by the claimant, Mr. M. L. Galligan, who states that at the time the horse was killed, the right-of-way fence was down in connection with the relocation work. We presume that there would be a question of fact presented on that issue.

Under the above numbered policies the Oregon-Washington Railroad & Navigation Co. and the Union Pacific Railroad Company are named assureds, and any liability to this claimant would be covered by those policies. In addition, the State Highway Commission by contract has agreed to indemnify the railroad for all loss resulting from any act or omission of the State or its contractors in performance of the work contemplated by the agreement.

Since we have had no response from either of the insurance companies or the State Highway Commission, we have done nothing further towards disposing of this claim. However, in order to avoid litigation, it is necessary that the claim be settled promptly. You are therefore advised that unless you specifically undertake the defense or payment of this claim immediately we will assume that each and all of you have denied liability and in that event we will, in order to protect ourselves, make the best settlement possible and then present claim for reimbursement against each and all of you.

Very truly yours,

/s/ John T. Trout

John T. Trout
District Claim Agent

FOR FILING

OFFICE OF SUPERINTENDENT
2525 North Larrabee Ave.,
Portland 12, Oregon

APRIL 30, 1953

(File: D 315-2-39)

GUY F. ATKINSON COMPANY
P. O. Box 7528
Portland 20, Oregon

Atten: Mr. W. M. Chanse Jr.,
Assistant District Mgr.

Gentlemen:

Under contract between your Company and the Oregon State Highway Commission you are performing work on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County, Oregon. This highway is near the main line of Oregon-Washington Railroad & Navigation Company (leased to Union Pacific Railroad Company). Your work has resulted in some damage to the Railroad Company's tracks and facilities.

Enclosed herewith is Union Pacific Bill No. 615825 dated April 3, 1953 in the amount of $2,747.61 covering this damage. Bill No. 615825 covers damage by your blasting and construction operations between Railroad M.P. 56.6 and 58 during the period June 16, 1952 to October 22, 1952. Please favor us with payment at your early convenience.

Yours very truly,

A McAllister
A. McAllister,
Superintendent

cc:
Pacific Indemnity Company
Los Angeles 17, Calif.

Lloyd's, London
c/o Swett & Crawford
Yeon Building
Portland, Oregon

Oregon State Highway Department
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engr.)

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FOR FILING

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[illegible]

April 23, 1953

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-39

Dear Sir:

Receipt is acknowledged of your letter of April 17 advising of damages, on August 15, 1952, to railroad signal and communication lines at Railroad Mile Post 56.6, caused by blasting operations of the Guy F. Atkinson Company, contractor on the Wygant Park-Hood River Section of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2925 N. Larrabee Avenue
Portland 12, Oregon

APRIL 17, 1953

(File: D 315-2-37)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Pacific Indemnity Company
Los Angeles 17, California

Lloyd's, London
c/o Swett & Crawford
Yeon Building
Portland, Oregon

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

cc: Oregon State Highway Dept.
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Pacific Indemnity Policy L-36821 and Lloyd's Certificate SF-29535 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad signal and communication lines were damaged on August 15, 1952 at Railroad Mile Post 56.6 by the blasting operations of Highway Contractor, Guy F. Atkinson Company.

We expect to present claims for this damage when the amounts are determined.

Please acknowledge receipt of this notice?

Yours very truly,

A. McAllister

A. McAllister,
Superintendent

FORM [illegible] 50M REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

[illegible]

April 1[illegible], 19[illegible]

The Frankton Water Company
Hood River
Oregon

Re: June [illegible]
[illegible]

Gentlemen:

The above matter was taken up at the last meeting of the Highway Commission and authority has been granted to settle this claim. It is the writer's understanding that you [illegible] previously offered to compromise this claim on the basis of [illegible] a 1000 gallons or $[illegible].00, plus cost of the meter.

Upon receipt of advice from your office that this offer is still open, I shall have the appropriate voucher issued and forwarded with the necessary release to Mrs. Haviland for execution.

Anticipating a reply at your earliest convenience, I am

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

[illegible]
Assistant Attorney

[illegible]

cc: Mrs. June Haviland
Route [illegible], Box 37
Hood River, Oregon

Guy F. Atkinson Company
Portland [illegible], Oregon

W. C. Williams ✓
Asst. State Highway Engineer

RECEIVED
[illegible] 1953
FOR FILING

AGENDA
APR 8 1953

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36-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April [illegible], 1953

Mr. Ben R. Chandler, Chairman
Oregon State Highway Commission
P. O. Box [illegible]
Coos Bay, Oregon

Mr. Charles H. Reynolds, Member
Oregon State Highway Commission
P. O. Box [illegible]
La Grande, Oregon

Mr. M. K. McIver, Member
Oregon State Highway Commission
[illegible] S. W. Broadway
Portland [illegible], Oregon

Gentlemen:

Mr. Baldock wrote to you under date of March 2[illegible], 1953, concerning a bill that the City of Hood River has against June Haviland in the amount of $2[illegible] for water lost by broken water line that served the residence of June Haviland.

The State is unquestionably liable to June Haviland for the amount of damages incurred, resulting from the breaking of the water pipe line, based upon agreements contained in our option for the purchase of the Haviland property required for right of way of the Viento-Hood River Section of the Columbia River Highway. Based upon the facts that are presently available to this office it appears that the State's contractor is ultimately liable for this claim, and I recommend that the State pay the bill initially in the full amount of the bill submitted by the City of Hood River, less the cost of water normally used by June Haviland, and take an assignment from June Haviland so that in the event the contractor, or the insurance or bonding company of the contractor, does not reimburse the State, we will be in a position to sue in the name of June Haviland, as her assignee. We have written to the water company to ascertain the approximate cost of water that would normally have been used by June Haviland during the period of this breakage, so that this sum may be deducted from the total billing of $27[illegible].

We have also conferred with Mr. Fortino, Adjuster for the [illegible] Atkinson Insurance Company, insurance carrier for the contractor, and Mr. Fortino expressed the belief that the insurance company would, as soon as they received the necessary reports from the contractor, be in a position to reimburse the State for the money which the State will be required to expend in the payment of this water bill. We have secured from Mr. Fortino copies of the insurance company's general release form, which we can submit to June Haviland for execution, together with execution of the assignment at the time the bill is paid by the State, which release can subsequently be delivered to the insurance company, if they voluntarily reimburse the State.

Yours very truly,

C. W. Enfield
Chief Counsel

[illegible]:AV
cc - R. H. Baldock
Floyd Query
[illegible] Smith
[illegible]lson

AGENDA
APR 8 '53

B-4

FORM E-30 25M 9-51

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1953

SUBJECT: AGENDA ITEM FOR
APRIL 8-9th MEETING

To: Mr. H. B. Glaisyer
Secretary
OFFICE

L-1786-Haviland
End of Hood River Section
Columbia River Highway

Will you please place on the next agenda for the Commission's consideration the matter of paying a water bill in the amount of $273.20 which covers the value of 683,000 gallons of water that Mrs. Haviland has been billed for because of a broken water main.

This matter will be presented by the Right of Way Engineer

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

R. E.

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 30, 1953 L-1706

The Frankton Water Company
Hood River,
Oregon

Re: June Haviland Water Leakage Loss Bill

Gentlemen:

For your general information, please be advised that the matter of your billing to June Haviland in the amount of $273.73 for some 683,000 gallons of water allegedly used by Mrs. Haviland last year, is being submitted to the Highway Commission at their next meeting on or about April 7 or 8, 1953, for appropriate action.

To enable the Commission to give this matter full attention, it will be appreciated if you would reply immediately, advising the approximate amount of billing in previous years for the season or the billing period covered by the demand for $273.73.

This billing will be adjusted and settled either by the State or the independent contractor involved, in the near future.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

[illegible] M. [illegible]
Assistant Attorney

[illegible]:bh
cc: Mrs. June Haviland
Route 3, Box 37
Hood River, Oregon

cc: Mr. John M. Mohr, City Attorney
Hood River, Oregon

cc: Guy F. Atkinson Company
Portland 8, Oregon

cc: Mr. W. C. Williams
Asst. State Highway Engineer

RECEIVED
MAR 25 1953
FOR FILING

March 24, 1953

Oregon State Highway Commission

Gentlemen:

We have a minor controversy in Hood River, which has been going on for several months, pertaining to a broken water line which services the residence of June Haviland in west Hood River, from whom we purchased right of way. Briefly, the situation is this:

The City of Hood River reads water meters only at periodic intervals during the winter season. When the meter serving the Haviland property was read in April, 1952 it was discovered that some 683,000 gallons of water had been used, costing $273.20. It was immediately apparent that this could not have happened in the usual manner, so an investigation was made and it was found that the pipe line which crossed the State's right of way purchased from Mrs. Haviland was broken. For some two or three months the water had been seeping into the ground and thence to a pond in the near vicinity, so that the water escapement had not been detected.

The Water Company insists that Mrs. Haviland pay the bill in the amount of $273.20, and it has now reached the stage where it is threatening to cut off the water supply unless the bill is paid. When the break was discovered it was, of course, immediately repaired, and we brought the matter to the attention of the Guy F. Atkinson Company, contractor on the project. The Guy F. Atkinson Company is unwilling to assume the obligation, as it has no knowledge of breaking the pipe, and neither can we prove that it did, although it was conducting clearing operations in the vicinity during the approximate period when the pipe line was broken.

When we acquired the right of way from Mrs. Haviland the right-of-way option contained, among other things, the following clause: ".....the State is to protect and reestablish all water lines...." Mrs. Haviland is insisting that we pay this bill, as she will not sue the contractor. As we had assumed the obligation of protecting her water lines, it would appear that the State should pay this bill, and, if we have proper recourse against the contractor, that the State institute such action.

This matter will be on the next agenda, and I recommend that you authorize the payment of the $273.20 bill at this time, later to seek reimbursement from the contractor if we can prove that he is liable.

Very truly yours,

cc Mr. C. W. Enfield
Mr. H. G. Smith
Mr. C. H. Maison

R. H. Baldock
State Highway Engineer

RECEIVED
53
FOR FILING

1-3-174(14)

March 3, 1953

Mrs. June Haviland
Route 3, Box 37
Hood River, Oregon

Dear Mrs. Haviland:

In the matter of loss of water from the pipe line leading to your property, we will present this matter to the Highway Commission at its next meeting, requesting authority to pay the bill. Later, should it be determined that the Guy F. Atkinson Company is responsible, we are quite certain that we can adjust the matter satisfactorily with them.

In your recent letter you requested that I ask Mr. Smith to drop in at your place and look over an approach road. Mr. Smith was there recently, but advised me that he was unable to contact you; however, I am certain that he will stop by when he is in the vicinity at some future date.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith

RECEIVED
FEB 1953
FOR FILING

[illegible]

February 16, 1953

Guy F. Atkinson Company
5315 N. E. 101st Avenue
Portland 20, Oregon

Gentlemen:

This is in regard to the matter of the bill of the Frankton Water Company of Hood River against Mrs. June Haviland for 683,000 gallons of water at a total cost of $273.20, which was caused by a break in her water line presumably during your clearing operations and which was undetected for several months.

We asked the City to cancel this bill, since it was caused by an undetectable loss and no one received any value from the water, but the City refused to do so, since it has requests of this kind coming up every week and it does not feel that it can consistently change its attitude for such claims.

Our attorney states, in Article 16 of the specifications, that you agreed to protect all water mains and to maintain them in service during the progress of the work. Since we have been unable to obtain any concessions from the City of Hood River I presume you are ready to settle this bill, as it is becoming very embarrassing to Mrs. Haviland. If, however, you have any doubt that the pipe was broken during your clearing operations, I presume we should settle the bill pending further discussion, since under our option we agreed "to protect and reestablish all water and irrigation lines."

Very truly yours,

R. H. Baldock
State Highway Engineer

By = W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

HGS fp

ASSIGNMENT

No. 4001
By [illegible]

February 9, 1953

Description: **Letter of February 7 by June Haviland, copy of letter of February 7 by June Haviland to Hood River City Attorney; re damages by broken water pipe**

Acknowledged by _ _ _ _ _ Referred to _ _ _ **Smith** ✓ _ _ _ _ _ _ _ _ _

Investigate and report with recommendation
xx Investigation, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature
_ _
_ _

Assignment executed 2-13-53 Report received _ _ _ _ _ _ _

Remarks: **Please check on option. Maybe we are responsible and will be forced to collect from contractor.**

WCW

Hood River, Oregon.
February 7th.,1953.

Dear Mr. Williams:

Remember me? I'm the Laky of the Lake with a Tree - and now I've a Mallard Duck sitting on my shining mail box waiting for Uncle Sam to start on the new route.

From copies of letters received from Hood River's City Attorney the City System is all a-flutter about water that leaked perhaps into the rainbow trout's deepest hole. Thought you'd like to see a copy of letter just written them - so here tis!

To save me a stamp, Mr. Williams, will you please tell Mr. Smith (the Construction head) I would like to have him drive in some day . There is just a little old thing like a safe approach road that must be enlarged upon. (Yes, I know Mr. Blinkenstaff is to look after all our problems but tell Mr. Smith anyhow - or way. Thank you!)

Very truly yours,

June Haviland

NOTED
W. C. WILLIAMS

RECEIVED
1953
OREGON
STATE HIGHWAY COMMISSION

copy

Hood River, Oregon.
Feb.,7th 1953.

John Mohr, City Attorney
Hood River, Oregon.

Dear Mr. Mohr:

Re: State Highway Dept.
vs
Guy Atkinson Co.

As I understand it "The Frankton Water Company" is a part of the City Water System. The City Council members have the privilege perhaps of pushing or dropping issues that may arise.

I would like to suggest that City forget all about the water loss that occur'd on my property. This was done perhaps by the Atkinson Company but according to my Option with the State Highway Dept., it 'is to protect and re-establish all water lines' It seems to me the City and the County of Hood River could overlook and forget a few 'accidents' that may have happened during the stay here of the Atkinson crews, and the State Highway Dept crews. They left thousands of dollars in the purses of the local tradespeople, lawyers, home-owners, and City Tills. They were a real financial asset to the County for a full year and more.

Right now I want to go on record that I have no intention of bringing suit against the Atkinson Company. I shall look to the State for the protection they promised. I do not believe the Atkinson Company just rip up water mains in wild abandon. This was a big job they had to do (both construction Company and State Highway Dept) And they arn't finished yet. What a Host we Hood River people are! I wonder if we don't deliberately kill the Golden Goose before she even makes her nest!

Yours truly,

[illegible] Haviland

Address:
Rt 3 Box 37
Hood River,Oregon.

RECEIVED
FOR FILING
71 174 (14)
JOHN E CUSHMAN

R

JOHN N. MOHR
ATTORNEY AT LAW
HALL BUILDING
HOOD RIVER, OREGON
TELEPHONE 8811

CITY ATTORNEY

January 26th, 1953
(dicated the 22nd)

NOTED
W. C. WILLIAMS

Mr. W. C. Williams
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

This will acknowledge your letter of January 15th, 1953, concerning the water loss on the June Haviland property. Since the City of Hood River charges the Frankton Water Company for the full amount of the water loss and since we do not know whether the water company will wish to take the matter up directly or whether it in turn will charge Mrs. Haviland with the idea that she must pay the company and make the claim. I am sending a copy of this letter to the Frankton Water Company and conveying to them your suggestion that the bill for the loss of the water should be taken up with the Guy F. Atkinson Company. It does not seem proper for the City of Hood River to do so since the City does not acknowledge any responsibility for breaks beyond its point of delivery.

We would be glad to cooperate with the other persons and agencies involved in presenting the claim but no doubt the Atkinson Company will be hearing from either the Frankton Water Company or from Mrs. Haviland directly.

I appreciate your promptness in reply.

Very truly yours,

John N. Mohr

JOHN N. MOHR

JNM:mg

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon
cc: Fidelity & Deposit Co. of Maryland
Failing Bldg. Portland, Oregon
cc: Frankton Water Company
c/o Harold Frick
West Columbia River Highway
cc: Mrs. June Haviland
West Columbia River Highway
Hood River, Oregon

RECEIVED

RECEIVED
FOR FILING

January 15, 1953

Mr. John H. Mohr
City Attorney
Hood River, Oregon

Dear Sir:

Further reference is made to the matter of water loss and the pipe line leading to property of June Haviland, on which matter you advised, under date of December 19, 1952, that the City of Hood River could not allow credit for water lost by reason of the apparent break in the water pipe line.

The State Highway Commission has no obligation in this matter, as, if this water loss was caused by action of the State's contractor, the Guy F. Atkinson Company, the City should bill said Company for such loss of water as occurred, providing it can be determined that the contractor was responsible.

The contract between the Guy F. Atkinson Company and the State of Oregon provides that the contractor is responsible for any damage or loss that may occur to property by reason of his operations, thus relieving the State of Oregon of responsibility therein.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

WCW:mm

cc Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

Fidelity & Deposit Company of Maryland
Failing Building
Portland, Oregon

Mrs. June Haviland
Mr. H. G. Smith
Mr. W. E. Chandler

FORM E-30 25M 1-52 88419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1955

SUBJECT: Re: Contract No. 3605
Wygant Park-Hood River Section
Columbia River Highway
Guy F. Atkinson Co., Contractor

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

I have reviewed the file concerning the billing made by the City of Hood River against Mrs. Haviland for 683,000 gallons of water that escaped when the water pipe serving her property was broken during clearing of the highway right of way by the State's contractor, Guy F. Atkinson Co. In my opinion, Mrs. Haviland should not have to assume the obligation to pay for the water that escaped by reason of the actions of Guy F. Atkinson Co., the cost of which water apparently amounts to the total sum of $275.20. From the facts disclosed in the file it appears that the break in the pipe was caused by Guy F. Atkinson Co., and assuming that such is true, in my opinion, it is the obligation and responsibility of Guy F. Atkinson Co. to respond to the damages caused by his work, which damage, of course, would include the value of the water lost.

Under the standard provisions of the contract between Guy F. Atkinson Co. and the State of Oregon, the contractor has undertaken certain obligations with respect to private property, which, in part, are as follows:

> 6-19. "In the performance of the work to be done under the contract, the contractor shall use every reasonable and practicable means to avoid damage to property, injury to persons and loss, expense, inconvenience and delay to property owners and others. * * *"
>
> "Where pipes, conduits, water mains, or other underground structures are within the limits of the excavation, whether these are shown on the plans or not, the contractor shall, at his own expense, take such steps as are necessary to maintain them in service during the progress of the work and shall repair any damage occurring in consequence of the work. * * *"
>
> 6-20. "All damage and injury to property that may be caused by or that may result from the carrying out of the work to be done under the contract, or from any act, omission or neglect of the contractor, his subcontractors, or his

employees, shall promptly be made good by the contractor either by the repairing, rebuilding, or replacing of the property damaged, or in some other satisfactory manner. * * *"

6-21. "The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from the carrying out of the work to be done under this contract or from any act, omission, or neglect of the contractor, his subcontractors, or his employees. * * *"

In my opinion, by reason of the above-quoted provisions of the contract between the State and the contractor, and by other provisions of the contract not hereinabove quoted, Guy F. Atkinson Co. is fully responsible for the damage suffered by reason of the breakage of the water pipe, and should respond to the claim for damages.

I recommend that the City be advised that in our opinion the contractor is responsible for this damage and recommend that the bill be submitted to the contractor for payment. I further recommend that a copy of your letter to the City be given to Guy F. Atkinson Co., the contractor's insurance carrier, the Fidelity and Deposit Company of Maryland, Baltimore, Maryland, who furnished the bond on this contract, and to Mrs. Haviland, so that all of the interested parties may be advised of our opinion concerning this claim.

Yours very truly,

C W Enfield
C. W. ENFIELD
Chief Counsel

CWE:avn

[illegible]ABRANT
[illegible]AYOR
E. A. SONNICHSEN
R. L. CALMETTES
R. D. BARKER
ARLEN E. McCARTY
ARTHUR HOWELL
GEO. L. JUBITZ, JR.
COUNCILMEN

CITY OF HOOD RIVER

Nature's Purest Water . . . Always Ice Cold

HOOD RIVER, OREGON

W. M. SYLVESTER
RECORDER
HAROLD HERSHNER
TREASURER
JOHN N. MOHR
CITY ATTORNEY
E. GRAMSE
CHIEF OF POLICE
CARL ANDRESEN
CITY ENGINEER
JAMES R. MEYER
FIRE CHIEF
CLAUDE COLLINS
FIRE MARSHAL

ECEIV
AN 12 1953

December 19, 1952

(dittated 12/16/52)

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock, Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

The city council of the city of Hood River has instructed me to write you and tell you that it has been the policy of the city for some years now to refuse to allow credit for any line break which occured beyond the users meter and that therefore, they are unable to grant the request that credit be given for the break on the June Haviland property. I am sorry that we must make this ruling but we have questions of this kind coming up every week and the city council feels that it must be consistent in its attitude toward all claims regardless of the cause. A similiar claim was turned down last week but the council felt that it must follow its long continued policies. Therefore, no credit can be given on the Haviland bill sofar as the city of Hood River is concerned.

NOTED
W. C. WILLIAMS

With kindest regards, I am

Very truly yours,

John

JOHN N. MOHR

JNM:mg
cc: L. V. Blinkenstaff
P. O. Box 385
Hood River, Oregon
cc: Wm. Sylvester
City Recorder
Hood River, Oregon

RECEIVED
DEC 1952
STATE H

RECEIVED
JAN 12 1953
FOR FILING

Salem, Oregon
January 9, 1953

Mr. C. W. Enfield

I hand you herewith a letter from the City Attorney of Hood River, having reference to a claim of the City for water loss due to the contractor's breaking a pipe line. I attach to the letter a file on this particular section of highway, and correspondence pertinent to this matter is marked by paper clips. I will appreciate your studying this and advising me as to what action we should take in this matter. Offhand it would seem that it would be a matter between the City and the contractor, but Mrs. Haviland is in the position of having water use discontinued unless she pays the bill and this I do not believe she is in any way obligated to do.

W. C. Williams

WCW:me

Encl.

RECEIVED
DEC 31 1952
FOR FILING

December 30, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-39

Dear Sir:

This will acknowledge receipt of your letter of December 17 in which you report damages to railroad and telegraph property at Railroad M.P. 58.0 on October 10 and October 22, 1952, said damage having occurred by the contractor's operations and equipment during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

me

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

DECEMBER 17, 1952

(Refer to File D 315-2-39)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Pacific Indemnity Company
Los Angeles 17, California

Lloyd's, London
c/o Swett & Crawford
Yeon Building
Portland, Oregon

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

cc: Oregon State Highway Department
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Pacific Indemnity Policy L-86821 and Lloyd's Cert. SP-29535 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad and telegraph property was damaged as follows:

October 10, 1952 - RR M.P. 58.0
Contractor's equipment caused damage to and interrupted signal system.

October 22, 1952 - RR M.P. 58.0
Blasting operations damaged communication and signal lines.

We expect to present claims for this damage when the amounts are determined.

Please acknowledge receipt of this letter.

Yours very truly,

A McAllister
A. McAllister,
Superintendent

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FOR FILING
FORM E-30X 29M 4-52

RFI-174(4)

3896

Indexed
Alphabetically

Jewett, Geo.

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19th, 1952

SUBJECT:

Noted
AWB

To:

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Attention: Mr. Dean Swift

Dear Sir:

Herewith Mr. Enfield's report on the George S. Jewett water system.

Please arrange to rearrange this temporary water supply into a permanent system. I presume it will need to be done by state forces either working under Sawyer or Blickenstaff, since the contractor has no crew on the ground.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: W. C. Williams ✓
L. V. Blickenstaff

RECEIVED

ASSIGNMENT

December 16, 1952

No. 3896
By

Description: Letter of December 5 by Mr. Enfield re State Highway Commission v. George S. Jewett, et al

Acknowledged by _ _ _ _ _ Referred to _ _ _ _ Smith ✓ _ _ _ _ _ _ _

Investigate and report with recommendation
xxx ~~Investigation~~, such action as necessary and report
Comment or recommendation
Return with rough draft of reply
Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 12-19-52 Report received _ _ _ _ _ _ _

Remarks:

No. 3896

By Logan

ASSIGNMENT

December 16, 1952

Description: **Letter of December 5 by Mr. Enfield re State Highway Commission v. George S. Jewett, et al**

Acknowledged by _____ Referred to ____ **Smith** ✓ _______

Investigate and report with recommendation

xxx ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for ____________ signature

____

____

Assignment executed 12-19-52 mc Report received ________

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

FORM E-30 37,500 4-52 96805

PLEASE RETURN TO
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1952

SUBJECT: State Highway Commission
v.
George S. Jewett, et al.
L 1780

To: Mr. W. C. Williams
Assistant Highway Engineer
Office

[illegible]
W. C. WILLIAMS

Dear Mr. Williams:

We have experienced considerable difficulty in this case with the latest problem resulting from the spring going dry, which spring furnished water to the Jewett residence, located upon the remaining property not being acquired by the State. There has been some question as to whether this spring went dry by reason of the making of the highway cut, or as a result of blasting by the contractor. From what investigation I have made of the matter, it appears highly improbable that we could enforce any liability upon the contractor, or his insurance company, by showing that the damage resulted from blasting, for I think it is much more probable that the making of the cut is actually what caused the spring to go dry (aided by a long dry summer). In any event, it is our obligation to supply water to the remaining property, both during and after the construction of the highway. We have already initiated action to take care of the matter temporarily, by laying approximately 700 feet of pipe to connect a spring, located upon State-owned right of way, with the Jewett water system. However, a temporary type box or barrel has been installed at the spring, and a better permanent type installation will ultimately be required.

The defendants and their attorney have criticized our Department in the manner in which we have provided for the temporary water supply, in that there have been short periods of interruption of the water, with the most recent resulting from the freezing of the pipe, which was laid upon the ground. This pipe has subsequently been covered by earth, and the Resident Engineer has assured us that it should function throughout the remainder of the winter. However, he has also indicated that additional earth should be placed upon the pipe, as well as to construct a concrete box at the spring to effect permanent installation of this substitute water facility.

This case will be coming on for trial within the next few months, and it is highly desirable that this water source be permanently installed prior to the time of trial so that we may have benefit of our work and expense in the consideration of the case by the jury, and it is requested that permanent installation of this water source be completed at the earliest possible date.

Yours very truly,

CWEnfield

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - Forrest Cooper
Ralph Wyckoff

RECEIVED
DEC 9 1952
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
October 24, 1952

Mr. C. W. Enfield

Please note the attached letter from H. G. Smith having reference to loss of a spring near Hood River by reason of blasting operations by the Guy F. Atkinson Company. I would appreciate your taking this matter up with the insurance company for the contractor if you feel that anything can be gained by such action.

Mr. Smith has not furnished much information in this letter, and I would suggest that if you need more details Mr. Smith's office be contacted.

W. C. Williams

WCW:me
Encl.
cc Mr. H. G. Smith

FORM 2-30 37,500 4-52 96906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

174 (19)
3635

Salem, Oregon
October 23rd, 1952

SUBJECT:

PLEASE RETURN TO
W. C. WILLIAMS

To: Mr. W. C. Williams
Ass't. State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

During the blasting operations slightly west of Hood River water was lost from the spring used to supply the property of George S. Jewett. We thought this was covered by the insurance of the Guy F. Atkinson Company, contractors on the work, but they have now advised Mr. Blickenstaff that their insurance company refuses to accept responsibility for the damage done to Jewett's spring.

There are several other springs in the immediate vicinity which are still flowing a large amount of water, but it would be somewhat expensive to connect them up. Therefore, our Legal Department should discuss with Atkinson's insurance people before we accept their decision that liability does not rest with the insurance company on blasting damages of this kind.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

RECEIVED
OCT 24 1952
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1952
FOR FILING

FFI-174(a)

[illegible]

December 18, 1952

Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

Attention: Mr. W. M. Chance, Jr.
Assistant District Manager

Dear Mr. Chance:

Receipt is acknowledged of your letter of December 8, 1952 requesting release of retained percentage on your Contract No. 3605. This matter we further reviewed over the telephone.

Further investigation reveals that we can not, according to rules and regulations of the State Highway Commission and contract specifications, release retained percentage until the project has been completed, or at least substantially so, unless there have been delays caused the contractor beyond expiration date of his contract by reasons beyond his control. In this instance, while approximately 82 per cent of work on your contract has been performed, the records indicate there is still remaining in excess of $300,000 value of work to be done, and we are, therefore, without authority to release any portion of the present retained percentage of 7½ per cent, which as of now is $136,609.

We would like to accommodate you in this matter, as we certainly do appreciate the excellent progress you have made on this project, which has placed you well ahead of schedule, but we must conform to regulations and statutes by which we are covered.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:mo

FORM 2-30 25M 8-51 47196

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1952

SUBJECT:

To: Mr. W. C. Williams
Assistant State Highway Engineer

With reference to the Guy F. Atkinson request for release of percentage on the Wygant Park-Hood River contract, we find as follows:

Total amount of contract	$1,821,465	
Work remaining to be done	323,470	18%
Amount retained	136,609	7½%

Under our procedure, the retained percentage reaches its maximum of 7½ per cent of contract amount when the contract is 75 per cent complete and is held at 7½ per cent until the work is completed. With only 82 per cent of the work done, this contract is barely over the 75 per cent hump, and it would be illogical to begin releasing retained percentage unless some "extenuating" circumstance is involved or unless we now conclude that our present procedure is not equitable.

We have not made a thorough check of our contracts, but a partial check shows eight or ten other jobs more than 82 per cent complete and apparently as much, or more, entitled to a release of retained percentage as is the Atkinson job.

In connection with the revision of our standard specifications, it might be well to consider a change in retained percentage procedure. While many of the states retain a full 10% of the amount earned, through to completion of work, we find that the PRA and the States of Colorado, Nevada and Utah retain 10% until the work is 50% complete and then hold a flat 5% until the work is done. I am inclined to believe that with the bond protection we have, the 5% flat after the work is 50% complete is sufficient.

SHProbert

S. H. Probert
Office Engineer

[illegible]

RECEIVED
DEC 15 1952
STAT

SHP:gs

R

GUY F. ATKINSON COMPANY
CONTRACTORS AND ENGINEERS
~~[illegible]~~
~~PORTLAND, OREGON~~
P. O. BOX 7528
5315 N. E. 101st AVENUE
PORTLAND 20, OREGON

GUY F. ATKINSON, CHAIRMAN OF BOARD
GEO H. ATKINSON, PRESIDENT
A. E. HOLT, VICE-PRESIDENT
RAY H. NORTHCUTT, VICE-PRESIDENT
D. E. ROOT, VICE-PRESIDENT
W. A. KETTLEWELL, VICE-PRESIDENT
E. M. JENNETT, VICE-PRESIDENT
E. B. SKEELS, VICE-PRESIDENT
DONALD K. GRANT, SECRETARY
H. H. HUNT, TREASURER

SOUTH SAN FRANCISCO
LONG BEACH
SEATTLE

December 8, 1952

NOTED
W. C. WILL[illegible]

Oregon State Highway Department
Salem, Oregon

Re: Contract #3605
Grading - Paving - [illegible] - Hood River Section

Gentlemen:

Please consider this letter a request for the release of the maximum amount of retained percentage money held on account of the subject contract which can be justified by the policies of your office and applicable State statutes.

The project is complete except for final paving, to take place next year, and the removal of approximately 35,000 c.y. of excavation at the easterly end which has to be carried over a bridge being constructed by another contractor.

Your early consideration and reply will be appreciated.

Very truly yours,

GUY F. ATKINSON COMPANY

W. M. Chance, Jr.
Assistant District Manager

WMC/fs

RECEIVED
[illegible]
[illegible]

AMERICA PROGRESSES THROUGH CONSTRUCTION *Construct by Contract*

RECEIVED
FOR FILING

R

Salem, Oregon
December 15, 1952

Mr. W. C. Williams
Assistant State Highway Engineer

With reference to the Guy F. Atkinson request for release of percentage on the Wygant Park-Hood River contract, we find as follows:

Total amount of contract	$1,821,465	
Work remaining to be done	323,470	18%
Amount retained	136,609	7½%

Under our procedure, the retained percentage reaches its maximum of 7½ per cent of contract amount when the contract is 75 per cent complete and is held at 7½ per cent until the work is completed. With only 82 per cent of the work done, this contract is barely over the 75 per cent hump, and it would be illogical to begin releasing retained percentage unless some "extenuating" circumstance is involved or unless we now conclude that our present procedure is not equitable.

We have not made a thorough check of our contracts, but a partial check shows eight or ten other jobs more than 82 per cent complete and apparently as much, or more, entitled to a release of retained percentage as is the Atkinson job.

In connection with the revision of our standard specifications, it might be well to consider a change in retained percentage procedure. While many of the states retain a full 10% of the amount earned, through to completion of work, we find that the PRA and the States of Colorado, Nevada and Utah retain 10% until the work is 50% complete and then hold a flat 5% until the work is done. I am inclined to believe that with the bond protection we have, the 5% flat after the work is 50% complete is sufficient.

S. H. Probert
Office Engineer

SHP:gs

RECEIVED
OCT [illegible] 1952
FOR FILING

October 7, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-39

Dear Sir:

This will acknowledge receipt of your registered letter of October 3, advising that railroad track structure was damaged on September 25, 1952 by blasting operations of the Guy F. Atkinson Company, contractor on the Wygant Park-Hood River Section of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 12, Oregon

OCTOBER 3, 1952

(Refer to File D 315-2-39)

REGISTERED MAIL
RETURN RECEIPT REQUESTED

Pacific Indemnity Company
Los Angeles 17, California

Lloyd's, London
c/o Swett & Crawford
Yeon Building
Portland, Oregon

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

cc: Oregon State Highway Department
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Pacific Indemnity Policy L-86821 and Lloyd's Certificate SP-29535 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with above policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad track structure was damaged on September 25, 1952 at M.P. 58.0 by the blasting operations of Highway Contractor, Guy F. Atkinson Company.

We expect to present claims for this damage when the amounts are determined.

Please acknowledge receipt of this notice?

Yours very truly,

A McAllister

A. McAllister,
Superintendent

RECEIVED
FOR FILING

[illegible]

October 6, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of estimate as basis for project agreement for the Wygant Park-Hood River Section, Project No. BFI-174 (14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

JMW:mlr

Encl.

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (14)

WYGANT PARK-HOOD RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 17, 1952

Type Code 6201
2-Lane Roadway (Sta. 845+50 to 947+00)(Sta. 1067+00 to 1137+85)
(Contract No. 3605)

All Required		Clearing and Grubbing (50%)		$ 33,775.00
830	cu. yds.	Structural Excavation, Unclassified	$ 5.00	4,150.00
68	cu. yds.	Trench Excavation, Unclassified	2.50	170.00
362,000	cu. yds.	Special Borrow Excavation, Unclassified	0.43	155,660.00
39,600	cu. yds.	General Excavation, Location "A", Unclassified	0.77	30,492.00
259,000	cu. yds.	General Excavation, Location "B", Unclassified	1.20	310,800.00
4,573,000	yd. stas.	Short Overhaul	0.0036	16,462.80
437,100	C-yd. stas.	Long Overhaul	0.30	131,130.00
3.25	miles	Finishing Roadbed & Slopes	1,000.00	3,250.00
600	lin. ft.	Rounding Cutbanks	0.12	72.00
200	lin. ft.	18" Corrugated Metal Pipe	4.40	880.00
110	lin. ft.	36" Corrugated Metal Pipe	12.50	1,375.00
90	lin. ft.	42" Corrugated Metal Pipe	15.00	1,350.00
230	lin. ft.	18" Extra Strength Corrugated Metal Pipe	5.00	1,150.00
380	lin. ft.	24" Extra Strength Corrugated Metal Pipe	8.20	3,116.00
190	lin. ft.	42" Extra Strength Corrugated Metal Pipe	17.20	3,268.00
120	lin. ft.	54" Extra Strength Corrugated Metal Pipe	23.00	2,760.00
80	lin. ft.	8" Concrete Pipe	1.40	112.00
100	lin. ft.	12" Concrete Pipe	2.00	200.00
350	lin. ft.	18" Concrete Pipe	3.50	1,225.00
160	lin. ft.	36" Concrete Pipe	9.30	1,488.00
200	cu. yds.	Class "A" Concrete	75.00	15,000.00
30,100	lbs.	Metal Reinforcement	0.12	3,612.00
800	lin. ft.	4" Galvanized Water Pipe	2.75	2,200.00
60	only	Concrete Sight Posts	9.50	570.00
1,300	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	3,575.00
23,900	cu. yds.	3" - 0 Material in Base	2.00	47,800.00
8,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	21,250.00
660	M-Gals.	Sprinkling	2.40	1,584.00
3.25	miles	Preparation of Base, Main Highway	165.00	536.25

1.87	miles	Preparation of Base, Frontage Road	$ 250.00	$ 467.50
660	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,640.00
110	tons	Furnishing and Placing RC-3 Asphalt	44.00	4,840.00
12,200	tons	Class "B" Asphaltic Concrete	6.50	79,300.00
60	tons	RS-1 Emulsified Asphalt in Seal Coat	43.00	2,580.00
370	cu. yds.	Aggregate in Seal Coat	4.40	1,628.00
		Subtotal		$890,468.55
		10% Engr. & Cont.		89,046.85
		Total		$979,515.40

Length of Roadway 3.250 miles
Cost per Mile $301,389.35

Type Code 6201
2-Lane Roadway (Sta. 947 to 1067)(Contract No. 3605)

All Required		Clearing and Grubbing (40%)		$ 27,020.00
560	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,800.00
30	cu. yds.	Trench Excavation, Unclassified	2.50	75.00
646,400	cu. yds.	General Excavation, Location "A", Unclassified	0.77	497,728.00
87,000	cu. yds.	General Excavation, Location "B", Unclassified	1.20	104,400.00
1,675,000	yd. stas.	Short Overhaul	0.0036	6,030.00
50,000	C-yd. stas.	Long Overhaul	0.30	15,000.00
2.28	miles	Finishing Roadbed & Slopes	1000.00 100.00	2,280.00
6,700	lin. ft.	Rounding Cutbanks	0.12	804.00
50	lin. ft.	12" Concrete Pipe	2.00	100.00
950	lin. ft.	18" Concrete Pipe	3.50	3,325.00
800	lin. ft.	4" Galvanized Water Pipe	2.75	2,200.00
1	only	Catch Basin	100.00	100.00
20	only	Concrete Site Posts	9.50	190.00
2,700	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	7,425.00
15,900	cu. yds.	3" - 0 Material in Base	2.00	31,800.00
4,850	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	12,125.00
420	M-gals.	Sprinkling	2.40	1,008.00
2.28	miles	Preparation of Base, Main Highway	165.00	376.20
0.52	mile	Preparation of Base, Frontage Road	250.00	130.00
510	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,040.00
340	cu. yds.	Furnishing and Placing Aggregates	5.50	1,870.00
80	tons	Furnishing and Placing RC-3 Asphalt	44.00	3,520.00

30	tons	Furnishing and Placing 150-200 Asphalt	$ 57.00	$ 1,710.00
10,200	tons	Class "B" Asphaltic Concrete	6.50	66,300.00
45	tons	RS-1 Emulsified Asphalt in Seal Coat	43.00	1,935.00
280	cu. yds.	Aggregate in Seal Coat	4.40	1,232.00
		Subtotal		$793,523.20
		10% Engr. & Cont.		79,352.32
		Total		$872,875.52

Length of Roadway 2.285 miles
Cost per Mile $382,002.41

Type Code 6201 Inside City of Hood River
2-Lane Roadway (Sta. 1137+85 to 1173+00) (Contract No. 3605)

All Required		Clearing and Grubbing (10%)		6,755.00
510	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,550.00
2	cu. yds.	Trench Excavation, Unclassified	2.50	5.00
60,000	cu. yds.	General Excavation, Location "B", Unclassified	1.20	72,000.00
144,000	yd. stas.	Short Overhaul	0.0036	518.40
900	C-yd. stas.	Long Overhaul	0.30	270.00
0.54	mile	Finishing Roadbed and Slopes	1,000.00	540.00
70	lin. ft.	24" Concrete Pipe	5.00	350.00
240	lin. ft.	42" Extra Strength Concrete Pipe	12.80	3,072.00
4,200	cu. yds.	3" - 0 Material in Base	2.00	8,400.00
1,450	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	3,625.00
115	M-gals.	Sprinkling	2.40	276.00
0.54	mile	Preparation of Base, Main Highway	165.00	89.10
0.34	mile	Preparation of Base, Frontage Road	250.00	85.00
130	cu. yds.	3/4" - 0 Material in Binder Course	4.00	520.00
20	tons	Furnishing and Placing RC-3 Asphalt	44.00	880.00
2,000	tons	Class "B" Asphaltic Concrete	6.50	13,000.00
10	tons	RS-1 Emulsified Asphalt in Seal Coat	43.00	430.00
60	cu. yds.	Aggregates in Seal Coat	4.40	264.00
		Subtotal		$113,629.50
		10% Engr. & Cont.		11,362.95
		Total		$124,992.45

Length of Roadway 0.540 mile
Cost per Mile $231,467.50

Type Code X221
Jaymar Overcrossing (Sta. 1146+65 to 1147+65) (Contract No. 3604)

110	cu. yds.	Structural Excavation	$ 12.00	$ 1,320.00
10	cu. yds.	Excavation below Elevation Shown	20.00	200.00
198	cu. yds.	Class "A" Concrete	57.00	11,286.00
48,000	lbs.	Metal Reinforcement	0.11	5,280.00
214	lin. ft.	Metal Handrail	12.00	2,568.00
				$ 20,654.00

Type Code X121
Hood River Overcrossing (U.P.R.R.)(Sta. 1164+36.07 to 1170+02.07)

All Required		Shoring, Cribbing, etc.		$ 33,000.00
450	cu. yds.	Structural Excavation	$ 15.00	6,750.00
10	cu. yds.	Structural Excavation below Elevation Shown	25.00	250.00
1,500	lin. ft.	Furnish Treated Piling	1.50	2,250.00
2,500	lin. ft.	Furnish Untreated Piling	1.00	2,500.00
32	only	Drive Treated Piles	60.00	1,920.00
92	only	Drive Untreated Piles	60.00	5,520.00
1,580	cu. yds.	Class "A" Concrete	58.00	91,640.00
390,000	lbs.	Metal Reinforcement	0.10	39,000.00
1,150	lin. ft.	Metal Handrail	12.00	13,800.00
				$196,630.00
		Subtotal		$217,284.00
		10% Engr. & Cont.		21,728.40
		Total		$239,012.40

Length of Structures 0.126 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City			
2-Lane Roadway	$ 979,515.40	$ 604,575.00	$374,940.40
3-Lane Roadway	872,875.52	538,755.00	334,120.52
Inside City			
2-Lane Roadway	124,992.45	77,147.00	47,845.45
Two Structures	239,012.40	147,523.00	91,489.40
	$2,216,395.77	$1,368,000.00	$848,395.77

State Funds for Constr.:	Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.
State Funds for Maint.:	Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (14)

WYGANT PARK-HOOD RIVER SECTION
OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, January 16, 1952

Type Code 6201
2-Lane Roadway (Sta. 845+50 to 947+00)(Sta. 1067+00 to 1137+85)
(Contract No. 3605)

All Required		Clearing and Grubbing (50%)		$ 33,775.00
830	cu. yds.	Structural Excavation, Unclassified	$ 5.00	4,150.00
68	cu. yds.	Trench Excavation, Unclassified	2.50	170.00
362,000	cu. yds.	Special Borrow Excavation, Unclassified	0.43	155,660.00
39,600	cu. yds.	General Excavation, Location "A", Unclassified	0.77	30,492.00
259,000	cu. yds.	General Excavation, Location "B", Unclassified	1.20	310,800.00
4,573,000	yd. stas.	Short Overhaul	0.0036	16,462.80
437,100	C-yd. stas.	Long Overhaul	0.30	131,130.00
3.25	miles	Finishing Roadbed and Slopes	1,000.00	3,250.00
600	lin. ft.	Rounding Cutbanks	0.12	72.00
200	lin. ft.	18" Corrugated Metal Pipe	4.40	880.00
110	lin. ft.	36" Corrugated Metal Pipe	12.50	1,375.00
90	lin. ft.	42" Corrugated Metal Pipe	15.00	1,350.00
230	lin. ft.	18" Extra Strength Corrugated Metal Pipe	5.00	1,150.00
380	lin. ft.	24" Extra Strength Corrugated Metal Pipe	8.20	3,116.00
190	lin. ft.	42" Extra Strength Corrugated Metal Pipe	17.20	3,268.00
120	lin. ft.	54" Extra Strength Corrugated Metal Pipe	23.00	2,760.00
80	lin. ft.	8" Concrete Pipe	1.40	112.00
100	lin. ft.	12" Concrete Pipe	2.00	200.00
350	lin. ft.	18" Concrete Pipe	3.50	1,225.00
160	lin. ft.	36" Concrete Pipe	9.30	1,488.00
200	cu. yds.	Class "A" Concrete	75.00	15,000.00
30,100	lbs.	Metal Reinforcement	0.12	3,612.00
800	lin. ft.	4" Galvanized Water Pipe	2.75	2,200.00
60	only	Concrete Sight Posts	9.50	570.00
1,300	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	3,575.00
23,900	cu. yds.	3" - 0 Material in Base	2.00	47,800.00

8,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	$ 2.50	$ 21,250.00
660	M-gal.	Sprinkling	2.40	1,584.00
3.25	miles	Preparation of Base, Main Highway	165.00	536.25
1.87	miles	Preparation of Base, Frontage Road	250.00	467.50
660	cu. yds.	3/4" - 0 Material in Binder Course	4.00	2,640.00
110	tons	Furnishing and Placing RC-3 Asphalt	44.00	4,840.00
12,200	tons	Class "B" Asphaltic Concrete	6.50	79,300.00
60	tons	RS-1 Emulsified Asphalt in Seal Coat	43.00	2,580.00
370	cu. yds.	Aggregate in Seal Coat	4.40	1,628.00
			Subtotal	$890,468.55
			10% Engr. & Cont.	89,046.85
			Total	$979,515.40

Length of Roadway 3.250 miles
Cost per mile $301,389.35

Type Code 6201
3-Lane Roadway (Sta. 947 to 1067)(Contract No. 3605)

All Required		Clearing and Grubbing (40%)		$ 27,020.00
560	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,800.00
30	cu. yds.	Trench Excavation, Unclassified	2.50	75.00
646,400	cu. yds.	General Excavation, Location "A", Unclassified	0.77	497,728.00
87,000	cu. yds.	General Excavation, location "B", Unclassified	1.20	104,400.00
1,675,000	yd. stas.	Short Overhaul	0.0036	6,030.00
50,000	C-yd. stas.	Long Overhaul	0.30	15,000.00
2.28	miles	Finishing Roadbed and Slopes	100.00	2,280.00
6,700	lin. ft.	Rounding Cutbanks	0.12	804.00
50	lin. ft.	12" Concrete Pipe	2.00	100.00
950	lin. ft.	18" Concrete Pipe	3.50	3,325.00
800	lin. ft.	4" Galvanized Water Pipe	2.75	2,200.00
1	only	Catch Basin	100.00	100.00
20	only	Concrete Sight Posts	9.50	190.00
2,700	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	7,425.00
15,900	cu. yds.	3" - 0 Material in Base	2.00	31,800.00
4,850	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	12,125.00
420	M-gal.	Sprinkling	2.40	1,008.00
2.28	miles	Preparation of Base, Main Highway	165.00	376.20
0.52	mile	Preparation of Base, Frontage Road	250.00	130.00

510	cu. yds.	3/4" - 0 Material in Binder Course	$ 4.00	$ 2,040.00
340	cu. yds.	Furnishing and Placing Aggregates	5.50	1,870.00
80	tons	Furnishing and Placing RC-3 Asphalt	44.00	3,520.00
30	tons	Furnishing and Placing 150-200 Asphalt	57.00	1,710.00
10,200	tons	Class "B" Asphaltic Concrete	6.50	66,300.00
45	tons	RS-1 Emulsified Asphalt in Seal Coat	43.00	1,935.00
280	cu. yds.	Aggregate in Seal Coat	4.40	1,232.00
			Subtotal	$793,523.20
			10% Engr. & Cont.	79,352.32
			Total	$872,875.52

Length of Roadway 2.285 miles
Cost per mile $382,002.41

Type Code 6201
Inside City of Hood River
2-Lane Roadway (Sta. 1137+85 to 1173+00) (Contract No. 3605)

All Required		Clearing and Grubbing (10%)		$ 6,755.00
510	cu. yds.	Structural Excavation, Unclassified	$ 5.00	2,550.00
2	cu. yds.	Trench Excavation, Unclassified	2.50	5.00
60,000	cu. yds.	General Excavation, Location "B", Unclassified	1.20	72,000.00
144,000	yd. stas.	Short Overhaul	0.0036	518.40
900	C-yd. stas.	Long Overhaul	0.30	270.00
0.54	mile	Finishing Roadbed and Slopes	1,000.00	540.00
70	lin. ft.	24" Concrete Pipe	5.00	350.00
240	lin. ft.	42" Extra Strength Concrete Pipe	12.80	3,072.00
4,200	cu. yds.	3" - 0 Material in Base	2.00	8,400.00
1,450	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	3,625.00
115	M-gal.	Sprinkling	2.40	276.00
0.54	mile	Preparation of Base, Main Highway	165.00	89.10
0.34	mile	Preparation of Base, Frontage Road	250.00	85.00
130	cu. yds.	3/4" - 0 Material in Binder Course	4.00	520.00
20	tons	Furnishing and Placing RC-3 Asphalt	44.00	880.00
2,000	tons	Class "B" Asphaltic Concrete	6.50	13,000.00
10	tons	RS-1 Emulsified Asphalt in Seal Coat	43.00	430.00

60	cu. yds.	Aggregates in Seal Coat	$ 4.40	$ 264.00
		Subtotal		$113,629.50
		10% Engr. & Cont.		11,362.95
		Total		$124,992.45

Length of Roadway 0.540 mile
Cost per mile $231,467.50

Type Code X221
Jayner Overcrossing (Sta. 1146+65 to 1147+65) (Contract No. 3604)

110	cu. yds.	Structural Excavation	$ 12.00	$ 1,320.00
10	cu. yds.	Excavation Below Elevation Shown	20.00	200.00
198	cu. yds.	Class "A" Concrete	57.00	11,286.00
48,000	lbs.	Metal Reinforcement	0.11	5,280.00
214	lin. ft.	Metal Handrail	12.00	2,568.00
				$ 20,654.00

Type Code X121
Hood River Overcrossing (U. P. R.R.)(Sta. 1164+36.07 to 1170+ 2.07)

All Required		Shoring, Cribbing, Etc.		$ 12,000.00
450	cu. yds.	Structural Excavation	$ 8.00	3,600.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
1,500	lin. ft.	Furnish Treated Piling	1.50	2,250.00
2,500	lin. ft.	Furnish Untreated Piling	0.65	1,625.00
32	only	Drive Treated Piles	40.00	1,280.00
92	only	Drive Untreated Piles	45.00	4,140.00
1,580	cu. yds.	Class "A" Concrete	62.50	98,750.00
390,000	lbs.	Metal Reinforcement	0.12	46,800.00
1,150	lin. ft.	Metal Handrail	12.00	13,800.00
				$184,345.00
		Subtotal		$204,999.00
		10% Engr. & Cont.		20,499.90
		Total		$225,498.90

Length of Structures 0.126 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City			
2-Lane Roadway	$ 979,515.40	$ 608,283.00	$371,232.40
3-Lane Roadway	872,875.52	542,060.00	330,815.52
Inside City			
2-Lane Roadway	124,992.45	77,621.00	47,371.45
Two Structures	225,498.90	140,036.00	85,462.90
	$2,202,882.27	$1,368,000.00	$834,882.27

Oregon State Highway Department

Federal Aid Project
No. BFI-174 (14)

VIENTO PARK-HOOD RIVER SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 27, 1951

Type Code 6201
2-Lane Roadway (Sta. 845+50 to 947+00)(Sta. 1067+00 to 1137+00)

All required		Clearing and Grubbing (50 A.)		$ 32,500.00
830	cu. yds.	Structural Excavation, Unclassified	$ 3.50	2,905.00
68	cu. yds.	Trench Excavation, Unclassified	3.00	204.00
362,000	cu. yds.	Special Borrow Excavation, Unclassified	0.55	199,100.00
39,600	cu. yds.	General Excavation, Location "A", Unclassified	0.70	27,720.00
259,000	cu. yds.	General Excavation, Location "B", Unclassified	1.40	362,600.00
4,573,000	yd. stas.	Short Overhaul	0.015	68,595.00
437,100	C-yd. stas.	Long Overhaul	0.50	218,550.00
3.25	miles	Finishing Roadbed and Slopes	800.00	2,600.00
600	lin. ft.	Rounding Cutbanks	0.20	120.00
200	lin. ft.	18" Corrugated Metal Pipe	4.50	900.00
110	lin. ft.	36" Corrugated Metal Pipe	12.00	1,320.00
90	lin. ft.	42" Corrugated Metal Pipe	16.00	1,440.00
230	lin. ft.	18" Extra Strength Corrugated Metal Pipe	5.00	1,150.00
380	lin. ft.	24" Extra Strength Corrugated Metal Pipe	6.50	2,470.00
190	lin. ft.	42" Extra Strength Corrugated Metal Pipe	18.00	3,420.00
120	lin. ft.	54" Extra Strength Corrugated Metal Pipe	24.00	2,880.00
80	lin. ft.	8" Concrete Pipe	1.25	100.00
100	lin. ft.	12" Concrete Pipe	2.50	250.00
350	lin. ft.	18" Concrete Pipe	4.00	1,400.00
160	lin. ft.	36" Concrete Pipe	11.00	1,760.00
200	cu. yds.	Class "A" Concrete	65.00	13,000.00
30,100	lbs.	Metal Reinforcement	0.15	4,515.00
800	lin. ft.	4" Galvanized Water Pipe	2.50	2,000.00
60	only	Concrete Sight Posts	10.00	600.00
1,300	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	3,575.00

1,300	lin. ft.	Metal Guard Rail, Treated Timber Posts	$ 2.75	$ (Alternate)
23,900	cu. yds.	3" - 0 Material in Base	2.10	50,190.00
8,500	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	19,125.00
660	M-gals.	Sprinkling	2.50	1,650.00
3.25	miles	Preparation of Base, Main Highway	300.00	975.00
1.87	miles	Preparation of Base, Frontage Road	200.00	374.00
660	cu. yds.	3/4" - 0 Material in Binder Course	3.75	2,475.00
110	tons	Furnishing and Placing MC-3 Asphalt	45.00	4,950.00
12,200	tons	Class "B" Asphaltic Concrete	6.50	79,300.00
60	tons	RS-1 Emulsified Asphalt in Seal Coat	50.00	3,000.00
370	cu. yds.	Aggregate in Seal Coat	5.00	1,850.00
			Subtotal	$1,119,563.00
			10% Engr. & Cont.	111,956.30
			Total	$1,231,519.30

Length of Roadway 3.250 miles
Cost per mile $378,929.01

Type Code 6201
3-Lane Roadway (Sta. 947 to 1067)

All Required		Clearing and Grubbing (40%)		$ 26,000.00
560	cu. yds.	Structural Excavation, Unclassified	$ 3.50	1,960.00
30	cu. yds.	Trench Excavation, Unclassified	3.00	90.00
646,400	cu. yds.	General Excavation, Location "A", Unclassified	0.70	452,480.00
87,000	cu. yds.	General Excavation, Location "B", Unclassified	1.40	121,800.00
1,675,000	yd. stas.	Short Overhaul	0.015	25,125.00
50,000	C-yd. stas.	Long Overhaul	0.50	25,000.00
2.28	miles	Finishing Roadbed and Slopes	800.00	1,824.00
6,700	lin. ft.	Rounding Cutbanks	0.20	1,340.00
50	lin. ft.	12" Concrete Pipe	2.50	125.00
950	lin. ft.	18" Concrete Pipe	4.00	3,800.00
800	lin. ft.	4" Galvanized Water Pipe	2.50	2,000.00
1	only	Catch Basin	85.00	85.00
20	only	Concrete Sight Posts	10.00	200.00
2,700	lin. ft.	Metal Guard Rail, Concrete or Metal Posts	2.75	7,425.00
2,700	lin. ft.	Metal Guard Rail, Treated Timber Posts	2.75	(Alternate)

15,900	cu. yds.	3" - 0 Material in Base	$ 2.10	$ 33,390.00
4,850	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	10,912.50
420	M-gals.	Sprinkling	2.50	1,050.00
2.28	miles	Preparation of Base, Main Highway	300.00	684.00
0.52	mile	Preparation of Base, Frontage Road	200.00	104.00
510	cu. yds.	3/4" - 0 Material in Binder Course	3.75	1,912.50
340	cu. yds.	Furnishing and Placing Aggregates	3.75	1,275.00
80	tons	Furnishing and Placing MC-3 Asphalt	45.00	3,600.00
30	tons	Furnishing and Placing 150-200 Asphalt	45.00	1,350.00
10,200	tons	Class "B" Asphaltic Concrete	6.50	66,300.00
45	tons	SS-1 Emulsified Asphalt in Seal Coat	50.00	2,250.00
280	cu. yds.	Aggregate in Seal Coat	5.00	1,400.00
			Subtotal	$ 793,482.00
			10% Engr. & Cont.	79,348.20
			Total	$ 872,830.20

Length of Roadway 2.285 miles
Cost per mile $381,982.58

Type Code 6201
Inside City of Hood River
2-Lane Roadway (Sta. 1137+80 to 1173+00)

All Required		Clearing and Grubbing ([illegible]0%)		$ 6,500.00
510	cu. yds.	Structural Excavation, Unclassified	$ 3.50	1,785.00
2	cu. yds.	Trench Excavation, Unclassified	3.00	6.00
60,000	cu. yds.	General Excavation, Location "[illegible]", Unclassified	1.40	84,000.00
144,000	yd. stas.	Short Overhaul	0.015	2,160.00
900	C-yd. stas.	Long Overhaul	0.50	450.00
0.54	mile	Finishing Roadbed and Slopes	800.00	432.00
70	lin. ft.	24" Concrete Pipe	5.00	350.00
240	lin. ft.	42" Extra Strength Concrete Pipe	17.00	4,080.00
4,200	cu. yds.	3" - 0 Material in Base	2.10	8,820.00
1,450	cu. yds.	3/4" - 0 Material in Base and Shoulders	2.25	3,262.50
115	M-gal.	Sprinkling	2.50	287.50
0.54	mile	Preparation of Base, Main Highway	300.00	162.00

0.34	mile	Preparation of Base, Frontage Road	$200.00	$	68.00
130	cu. yds.	3/4" - 0 Material in Binder Course	3.75		487.50
20	tons	Furnishing and Placing MC-3 Asphalt	45.00		900.00
2,000	tons	Class "B" Asphaltic Concrete	6.50		13,000.00
10	tons	SS-1 Emulsified Asphalt in Seal Coat	50.00		500.00
60	cu. yds.	Aggregates in Seal Coat	5.00		300.00
			Subtotal	$	127,550.50
			10% Engr. & Cont.		12,755.05
			Total	$	140,305.55

Length of Roadway 0.540 mile
Cost per mile $259,825.09

JAYNER OVERCROSSING

Type Code X221
Structure (Sta. 1146+65 to 1147+65)

110	cu. yds.	Structural Excavation	$ 10.00	$	1,100.00
10	cu. yds.	Excavation Below Elevation Shown	12.00		120.00
198	cu. yds.	Class "A" Concrete	60.00		11,880.00
48,000	lbs.	Metal Reinforcement	0.115		5,520.00
214	lin. ft.	Metal Handrail	12.00		2,568.00
			Subtotal	$	21,188.00
			10% Engr. & Cont.		2,118.80
			Total	$	23,306.80

Length 0.019 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Outside City			
2-Lane Roadway	$1,231,519.30	$532,147.00	$ 699,372.30
3-Lane Roadway	872,830.20	377,155.00	495,675.20
Inside City			
2-Lane Roadway	140,305.55	60,627.00	79,678.55
Jayner Overcrossing	23,306.80	10,071.00	13,235.80
	$2,267,961.85	$980,000.00	$1,287,961.85

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-174(14), Wygant Park-Hood River Section of the Columbia River Highway have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Please submit the usual copies of encroachment resolution by the City of Hood River prior to project agreement execution.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
[illegible]

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

C. G. Polk
~~Acting~~ (District Engineer)

October 5, 1951
(Date)

FROM: R. H. Baldock
(State Highway Engineer)

The following major program change of the individual project is requested:

Oregon
(State)

Federal Aid Primary Highway Program (Bond)
(Previous program)

July 24, 1951
(Date of approval)

COUNTY Hood River

Route No. FA 1

	ITEM No.	PROJECT No.	TERMINI	Class of Work	Total Cost	Federal Funds	State Funds	LENGTH MILES	CHARACTER OF PROPOSED WORK
					PROJECT COST				
ITEM AS NOW PROGRAMED	5	BFI-174 (14)	Wygant Park-Hood River	Survey-Plans					Gr., Dr., 2-lane high-type pavement, 2 hwy. gr. sep. str. & 1 RR Cxing str.
				Right-of-Way					
				Construction	2,418,000	1,050,000	1,368,000		
				TOTAL	2,418,000	1,050,000	1,368,000	5.92	
REQUESTED REVISION	5	BFI-174 (14)	Wygant Park-Hood River	Survey-Plans					Gr., Dr., 3.9 mi. 2-lane, 2.3 mi. 3-lane high-type pavement. 1 hwy. gr. sep. str. & 1 RR Cxing Str.
				Right-of-Way					
				Construction	2,418,000	1,500,000	918,000		
				TOTAL	2,418,000	1,500,000	918,000	6.20	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Reason for change: To increase setup of Federal funds to represent more nearly the maximum permissible amount.

Date October 5, 1951

By ~~Assistant~~ (State Highway Engineer)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Recommended: ______ (Division Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

(9)

MEMO TO:

BUREAU OF PUBLIC ROADS, DEPARTMENT OF COMMERCE

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE

E. G. Folk
Acting (District Engineer)

FROM: R. H. Baldock
(State Highway Engineer)

Oct
~~September~~ 26, 1951
(Date)

The following major program change of the individual project is requested:

Oregon (State)

Federal Aid Primary Highway Program (Road) (Previous program)

July 24, 1951 (Date of approval)

COUNTY Hood River

Route No. FA 1

	Item No.	Project No.	Termini	Class of Work	Project Cost: Total Cost	Project Cost: Federal Funds	Project Cost: State Funds	Length Miles	Character of Proposed Work
ITEM AS NOW PROGRAMED	5	FI - 17. (14)	Wygant Park-Hood River	Survey-Plans					Gr., Dr., 2-lane high type pavement. 2 hwy. gr. sep. str. & 1 RR Xing str.
				Right-of-Way					
				Construction	2418,000 ~~1,700,000~~	1,050,000	1368,000 ~~650,000~~		
				TOTAL	~~1,700,000~~	1,050,000	~~650,000~~	5.92	
REQUESTED REVISION	5	FI - 17. (14)	Wygant Park-Hood River	Survey-Plans	2418000		1368000		Gr., Dr., 3.9 mi. 2-lane, 2.3 mi. 3-lane high type pavement. 1 hwy. gr. sep. str. & 1 RR Xing str.
				Right-of-Way					
				Construction	2,413,000	1500000 ~~1,050,000~~	918,000		
				TOTAL	2,413,000	~~1,050,000~~ 1500,000	918000	6.20	

Program Balance of ______ funds subsequent to approval of this and previously recommended changes is $______

Program Revision Request

Date ~~September 26~~ Oct, 1951

By Asst. (State Highway Engineer)

Reason for change: Later and more complete data resulted in cost of project being higher than originally estimated. Location of one grade separation structure has been changed to a point beyond the east limit of this project.

Recommended: ______ (Division Engineer) ______ (Date)

Recommended for Approval: ______ (District Engineer) ______ (Date)

Approved: ______ (Acting Commissioner) ______ (Date)

U. S. GOVERNMENT PRINTING OFFICE 16—61038-1

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG
SALEM, OREGON

January 16, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BFI-174(14), Hood River Overcrossing (U.P.R.R.) on the Wygant Park-Hood River Section of the Columbia River Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

HOOD RIVER BRIDGE

PROJECT NO. BFI-174 (15)

All necessary rights of way or rights of entry have been acquired for this project.

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

February 27, 1952

PR 2 (Revised 1946)

Federal Aid Bond Issue

State Oregon

Project No. FI-174(14)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of June, 1951, a program, which was approved on the 24th day of July, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one million, three hundred sixty-eight thousand and 00/100 dollars ($1,368,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by ~~Chapter [illegible], Oregon Laws 1949,~~ ~~[illegible]~~ by Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

Issue ~~(b)[illegible]~~	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 645+50 in the NW 1/4, Section 36, T. 3 N., R. 9 E., W.M., and survey station 1173+00 in Hood River, without exception, , length 6.201 miles, in Hood River County, being Oregon Federal Aid / Bond Issue project No. BFI-174(14), consisting of 6.075 miles of roadway and two bridges, each of more than 20 feet clear span, 0.126 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one million, three hundred sixty-eight thousand and 00/100** dollars ($**1,368,000.00**), which does not exceed the authorized Federal pro rata share of **two million, two hundred sixteen thousand, three hundred ninety-five and 77/100** dollars ($**2,216,395.77**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By M. K. McInca

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
DEC 31 1952

JAN 5 1953
DIVISION

RECEIVED
JAN 7 1953
DISTRICT

RECEIVED
SEP 30 1952
FOR FILING

September 26, 1952

Mr. A. McAllister, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Your File: D 315-2-39

Dear Sir:

Receipt is acknowledged of your registered letter of September 19, in which you advise of damages to railroad and telegraph property near Meno, Oregon on August 4 and on September 10, 1952 by operations of the Guy F. Atkinson Company, contractor on the Wygant Park-Hood River Section of the relocated Columbia River Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

me

UNION PACIFIC RAILROAD COMPANY
Office of Superintendent
2525 North Larrabee Ave.,
Portland 12, Oregon

SEPTEMBER 19, 1952

(Refer to File D 315-2-39)

REGISTERED MAIL
~~RETURN RECEIPT REQUESTED~~

W. C. WILLIAMS

Pacific Indemnity Company
Los Angeles 17, California

Lloyd's, London
c/o Swett & Crawford
Yeon Building
Portland, Oregon

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

cc: Oregon State Highway Comm.
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Pacific Indemnity Policy L-86821 and Lloyd's Certificate SF-29535 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that railroad and telegraph property was damaged including eight (8) communication wires on August 4, 1952 at railroad M.P. 56.6; and that again on September 10, 1952 seven (7) communication wires were damaged at railroad M.P. 57.5, both occurrences being near Mano, Oregon, and caused by the operations of Highway Contractor, Guy F. Atkinson Company.

We expect to present claims for this damage when the amounts are determined.

Please acknowledge receipt of this notice?

Yours very truly,

A. McAllister

A. McAllister, Superintendent

RECEIVED
SEP 25 1952
FOR FILING
[illegible]
6 5

September 19, 1952

Mr. A. H. Prael
Right of Way Agent
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

Our letter of September 11 granting supplemental authority to bill the State Highway Commission for cost of replacing two poles near Hood River was in error in stating that this was supplemental authority to our letter of February 29, 1952. It should have stated that this was supplemental authority to our letter of January 21, 1952.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

cc Mr. H. G. Smith
Mr. W. E. Chandler

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

September 17, 1952

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams
Assistant State Highway Engineer

Dear Sir:

We acknowledge with thanks your letter of September 11, 1952 granting us supplementary authority to bill the State Highway Commission for the cost of replacing two existing poles on private property adjacent to the new highway right of way in Hood River. Said letter is supplemental authority to your letter of February 29, 1952.

As your letter of February 29, 1952 has been misplaced will you kindly send us a copy of it for our file.

NOTED
W. C. WILLIAMS

Yours very truly,

AHPrael

A. H. Prael
Right of Way Agent

AHP:mu

RE[illegible]
STATE [illegible]

RECEIVED
SEP 19 1952
OFFICE OF
STATE HIGHWAY ENGINEER

VED
FOR FILING

September 11, 1952

Mr. A. H. Prael
Right of Way Agent
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

Supplemental authority is granted to bill the State Highway Commission for the cost of replacing two additional existing poles on private property with higher poles in order to give proper clearance for distribution circuit over the new highway in Hood River.

This is a supplementary authority to our letter of February 29, 1952. The total net charge is to be approximately $837.41.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR : me

cc Mr. H. G. Smith
Mr. W. E. Chandler

ASSIGNMENT

September 10, 1952

No. 3672

By

Description: Letter of September 6 by A. H. Prael of the Pacific Power & Light Company concerning relocation of distribution line because of reconstruction of Wygant-Hood River Section and requesting supplemental authorization to bill State

Acknowledged by _ _ _ _ _ Referred to _ _ Smith ✓ _ _ _ _ _ _ _ _

Investigate and report with recommendation

Investigation, such action as necessary and report

Comment or recommendation

xx Return with rough draft of reply

Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ signature

_ _

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed 9-11-52 Report received _ _ _ _ _ _ _ _ _

Remarks:

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

September 6, 1952

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

Reference is made to our letter of January 17, 1952 concerning the relocation of our distribution line because of the reconstruction of the Wygant-Hood River section of the Columbia River Highway and your letter of approval dated January 21, 1952.

We desire supplemental authorization to bill the State Highway Commission for the cost of replacing two additional existing poles on private property with higher poles in order to give proper clearance for distribution circuit over the new highway in Hood River.

The work to be done at the expense of the State Highway Commission is as follows:

1. Remove 2 poles, 1 anchor, 1 down guy, 6 crossarms and miscellaneous hardware and insulators.
2. Install 2-80 ft. poles, 1 anchor, 1 down guy, 6 crossarms and miscellaneous hardware and insulators.
3. Transferring transformer, conductors and services.

Charges will be made for the new pole line plus the cost of removing and/or transferring existing facilities. Credits will be given for the life used plus salvage, depreciated material value, of the material removed. A sheet showing the estimated net charge of $837.41 is attached. Enclosed are four blueprints showing the location of the poles to be replaced.

Yours very truly,

A H Prael

A. H. Prael
Right of Way Agent

NOTED
W. C. WILLIAMS

AHP:mu
Encs. (5)

RECEIVED
SEP 9 1952
OFFICE OF
STATE HIGHWAY ENGINEER

COST TO OREGON STATE HIGHWAY COMMISSION

FOR RELOCATING ELECTRIC DISTRIBUTION FACILITIES

Facilities on private property, Hood River, Oregon

Charges:		
New Pole Line	$837.64	
Removal of Facilities	96.00	
Transferring Facilities	30.25	$963.89
Credits:		
Life Used in Place	$ 24.46	
Salvage (depreciated material value)	102.02	
Total Credits		$126.48
Net Charges		$837.41

RECEIVED
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

September 16, 1952

NOTED
W. C. WILLIAMS

Phipps & Phipps
Attorneys at Law
Pioneer Building
The Dalles, Oregon

Attention: Mr. Charles A. Phipps

Re: State Highway Commission
v.
George S. Jewett, et al.
L 1780

Gentlemen:

In further reply to your letter of August 21, 1952, concerning the pipe line running from the south side of the new highway under the south frontage road, main highway and north frontage road, this is to advise that we requested the Engineering Department to make an investigation of this matter and report of the same has now been received by this office. This is to advise that Mr. Jewett's water pipes are laid in conduits under both the north and south frontage roads, and the main highway in such a manner that the pipes may be easily withdrawn from the conduits for the purpose of repair or replacement. A slight amount of dirt has run over the ends of the conduits, covering the ends of the same with about one foot of dirt, which covering is, in the opinion of our Engineering Department, desirable so as to prevent the pipes from freezing.

This work was performed during the construction of the highway and apparently Mr. Jewett did not realize that the pipes were laid in conduits since he could not see the ends of the conduits. These conduits were uncovered by Mr. Blickenstaff, our Resident Engineer, in the presence of Mr. Jewett. I trust that this fully answers your letter of August twenty-first.

Yours very truly,

C. W. ENFIELD
Chief Counsel

CWE:avh
cc - W. C. Williams
H. G. Smith
Ralph Wyckoff

RECEIVED
FOR FILING

FORM E-30 37,500 4-52 56806

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11th, 1952

SUBJECT:

To: Mr. C. W. Enfield
Chief Counsel
Office

NOTED
W. C. WILLIAMS

Attention: Mr. Ralph Wyckoff

Dear Sir:

In regard to your letter advising that George S. Jewett, through Attorneys Phipps & Phipps, had advised that his water pipe was not laid in a conduit so that in case of future difficulty the source could be easily located and repairs made.

I am attaching copy of a letter from Mr. Blickenstaff who advises that the pipes were laid through a conduit, but that a slight amount of dirt has run over the end of the pipes, which I consider of benefit to Mr. Jewett, since it would prevent the pipes from freezing and would occasion no bother in drawing the pipes.

Mr. Jewett has, I believe, told Mr. Blickenstaff several times that he is going to cause so much bother that we will be compelled to buy his entire place.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

cc to: W. C. Williams

FORM E-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Ore.
Sept. 10, 1952

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Dept.
Salem, Ore.

Dear Sir:

Tuesday afternoon I investigated the water pipes leading to Mr. Jewett's house and find that these pipes are layed in conduit under both the north and south service road as well as the mainline.

Mr. Jewett watched me uncover the water pipes and saw the conduit. He then said he would not accept the water system because the end of the conduit was one foot back in the slopes instead of extending entirely through the slopes so I do not believe it is possible to please the man.

Very truly yours,
L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

c/c Wm. E. Chandler

RECEIVED

RECEIVED
FOR FILING
FORM E-30 25M 3-51 47198

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Hood River, Oregon
Sept. 10, 1952

SUBJECT: Paving Jaymar Mill Road (City Street)
Wygant Park-Hood River Section
Columbia River Highway
14-1019 Contr. 3605

To:

Mr. W. C. Williams
Asst. State Highway Engr.
State Highway Dept.
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Dear Sir:

I am sending herewith a tracing cloth sketch of the Jaymar Mill Road showing the section to be paved under an agreement with the City of Hood River.

This city street does not have a name but is known locally as the Jaymar Mill Road.

NOTED
W. C. WILLIAMS

Very truly yours,
L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

c/c Wm. [illegible]. Chandler

Tracing retained
Mr. Pease

RECEIVED
1952
FOR FILING

Indexed
Alphabetically

September 9, 1952

Mr. F. T. Garrabrant, Mayor
Hood River, Oregon

Dear Mayor Garrabrant:

I am bringing to the attention of the City Council of Hood River a matter involving a broken water line leading to Mrs. Haviland's property west of Hood River. I am bringing this to the City Council's attention as I understand the City Council has charge of Water Board affairs.

It would seem that during clearing operations of the Guy F. Atkinson Company on the new highway the pipe line leading to Mrs. Haviland's property was broken, but there was no indication on the surface that such had occurred. There is a small spring feeding into a small lake on the property, and apparently the water from the ruptured pipe intermingled with the spring water and flowed into the lake, so that it was not observed. The meter, I am told, was only read about once every three months, and it was not until the meter reading was taken that it was discovered that some 683,000 gallons of water had escaped. The Frankton Water Company has been billing Mrs. Haviland for this water, which, of course is unfair to her.

The matter has been called to the attention of the contractor, but he is not inclined to assume payment for the water, and it would not seem out of reason to cancel the billing for the escaped water. The water was of no benefit to anyone, and probably if it had not escaped at this point it would have merely overflowed at the intake. I would respectfully request that you give consideration to the canceling of the bill for this water to the Frankton Water Company. In the event that this can not be done the matter will have to be pursued further with the contractor or his surety.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

WCW:me

FORM E-30 25M 1-52 55419

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 25, 1952

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Building
Salem, Oregon

Dear Sir:

The Frankton Water Company distributes water in the suburban area immediately west of Hood River. Along in April, 1952, the contractor broke a water line leading to Mrs. Haviland's property. The estimated loss of water due to this break was approximately 683,000 gallons.

The city of Hood River who furnishes water to the Frankton Water Company have been billing the Frankton Water Company in the amount of 683,000 gallons at forty cents per thousand, making a total of $273.20.

Mrs. Haviland refuses to pay for this water loss, and it has been called to the attention of the Guy F. Atkinson Construction Company; but to date nothing has been done. In my opinion a letter to the City Council of Hood River asking them to drop the matter might by in order, and I would like your advice regarding the final disposition of this matter.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:md

cc: Mr. L. V. Blickenstaff

RECEIVED
AUG 26 1952
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
AUG 27 1952
FOR FILING

[illegible] (14)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26 1952

SUBJECT: File 18070
Mitchell Point
Columbia River Highway

To: Mr. H. B. Glaisyer
Secretary Highway Commission
OFFICE

NOTED
W. C. WILLIAMS

Dear Mr. Glaisyer:

Herewith I hand you fully executed counterpart of agreement dated June 2, 1952, between Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, State of Oregon and Guy F. Atkinson Company with reference to construction crossings of the railroad in connection with work in the vicinity of Mitchell Point.

This agreement is amendatory to a prior agreement of November 8, 1951, and substitutes one grade crossing and one overcrossing for two undercrossings covered by the prior instrument.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb

cc: Mr. W. C. Williams ✓

RECEIVED
AUG 6 1952
FOR FILING

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

C
O
P
Y

AUGUST 1, 1952

(File D 315-2-39)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED

Pacific Indemnity Company
Los Angeles 17, California

Lloyd's, London
c/o Swett & Crawford
Yeon Building
Portland, Oregon

cc: Guy F. Atkinson Company
P. O. Box 7528
Portland 20, Oregon

cc: Oregon State Highway Comm.
Salem, Oregon
(Atten: Mr. R. H. Baldock,
State Highway Engineer)

Gentlemen:

Please refer to Pacific Indemnity Policy L-86821 and Lloyd's Certificate SF-29535 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above policies, Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company hereby notify you that livestock was killed on the Railroad's right-of-way on May 17, 1952 near M.P. 58.3 at Meno, Oregon, due to the operations of Highway Contractor, Guy F. Atkinson Company.

We are hereby tendering this claim to you and expect you to hold the Railroad Companies harmless.

Please acknowledge receipt of this notice.

Yours very truly,

(sgd) A. McAllister

A. McAllister,
Superintendent

RECEIVED
JUL 1952
FOR FILING

July 8, 1952

Mr. E. F. Kidder
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Street
Portland 12, Oregon

Dear Sir:

We anticipate that the Kuckenberg Construction Company will be through with the cut from Station 1415 to Station 1455 on the Hood River-Mosier Section of the Columbia River Highway by August 1, and we would appreciate it very much if you would assemble your material and make arrangements to lay your track through the cut as soon as the contractor finishes.

On the Wygant Park-Hood River Section, it is anticipated that the Guy F. Atkinson Company will be through with the fill around Mitchell Point by July 15 and material may be assembled for that job. There is some little work to be done on the rock slopes of Mitchell Point to widen it for the highway, and I assume Mr. Atkinson is anxious to get the track moved as soon as possible. I presume the size of your crew will be limited and you cannot work in both places at once. If that be so, we would prefer that nothing be done which would interfere with the laying of the track at the Kuckenberg Construction Company's cut as soon as it is ready, as the progress of Parker-Schram Company and the General Construction Company is involved in getting the track moved as soon as possible.

Will you kindly give some study to the track laying on these two jobs and advise us as to your schedule.

Very truly yours,

W. C. Williams
Assistant State Highway Engineer

cc Mr. H. G. Smith

lg

RECEIVED
FOR FILING

FORM 2552
7-49-100M

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 N. Larrabee Avenue
Portland 12, Oregon

JUNE 24, 1952

(File: D 315-2-39)

REGISTERED MAIL -
RETURN RECEIPT REQUESTED.

Pacific Indemnity Company Los Angeles 17, California	cc:	Guy F. Atkinson Company P.O. Box 7528 Portland 20, Oregon
Lloyd's, London c/o Swett & Crawford Yeon Building Portland, Oregon	cc:	Oregon State Highway Comm. Salem, Oregon (Atten: Mr. R. H. Baldock, State Highway Engineer)

Gentlemen:

Please refer to Pacific Indemnity Policy L-86821 and Lloyd's Certificate SF-29535 in favor of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company and The Western Union Telegraph Company, covering damage to property occurring during construction of the Wygant Park-Hood River Section of the relocated Columbia River Highway in Hood River County, Oregon.

In accordance with the above policies, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company hereby notify you that Railroad and Telegraph property was damaged including 25 communication and signal wires and signal equipment, on June 16, 1952 at M.P. 56.7 by the operation of Highway Contractor, Guy F. Atkinson Company.

We expect to present claims for this damage when the amounts are determined.

Please acknowledge receipt of this notice.

Yours very truly,

A McAllister

A. McAllister,
Superintendent

NOTED
W. C. WILLIAMS

RECEIVED
MAY 15 1952
FOR FILING

May 6, 1952

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the furnishing and installing 8-inch perforated metal pipe and 24-inch half round corrugated metal flume on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County, Contract No. 3605, in connection with Federal Aid Project No. BFI-174 (14).

The 8-inch perforated pipe is to be placed in existing ditch along the cliff between Stations 1034 and 1038. Drainage water will be led above the highway to a half round flume at Station 1034+50. The half round metal flumes are to prevent washing of slopes at the above location and at culvert pipes at Stations 1041+75 and 1044+05.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

ENCL.

CBP:cw

RECEIVED
MAY 1 1952
FOR FILING

Files

Salem, Oregon
April 30, 1952

Mr. L. V. Blickenstaff
Resident Highway Engineer
Post Office Box 385
Hood River, Oregon

Dear Sir:

Pursuant to your telephone call April 29 regarding deduction on Estimate No. 5, Contract No. 3605, Wygant Park-Hood River Section, we have determined the deductions as follows:

1 - Deduction of $11.00 pay roll insurance, E. W. O. No. 1. No summary of extra work bills was submitted with the estimate. The rates as shown on the pay rolls did not coincide with rates allowable according to the contract specifications. The allowable rates are:

State Unemployment	2.1%
Federal Unemployment	.3%
State Industrial Accident	3.8% less contractors rating of - 40% (net rate of 2.28%)
Social Security	1.5%

Correction to the above rates was made by the accounting division in preparing the voucher.

2 - Omission of $20,000 from estimate. Payments to contractor are made on quantities reported on the Monthly Estimate. This work under P. A. #3 was not on that estimate. The Monthly Project Cost Report on which the item was shown is not used as a basis for payment.

Question might be raised as to the appropriateness of payment at this time of the full $20,000. The $20,000 was figured to cover not only the cost of building the overcrossing structure but also the cost of the extra haul on materials moved over it. The payment to be allowed at this time could equitably be limited to the amount the contractor has expended to date on the structure and on extra haul. We suggest that you give this consideration when the item is submitted in your May estimate. The item is a lump sum item and should be shown on a percentage basis the same as clearing and grubbing.

It is suggested that when you have determined the amounts to be allowed the contractor for the savings in excavation cost and structure removal cost resulting from the elimination of the originally planned undercrossings, you submit price agreements supplemental to price agreement No. 3, to cover. The authority under price agreement No. 3 as now drawn is too indefinite to serve as a base for payment for those savings. Do not, in any event, list the savings in quantities of excavation as pay quantities of excavation in the excavation column of the Monthly Estimate. They should be carried in a column by themselves headed "Allowance for Undercrossing Excavation Saved" or some such appropriate designation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:gs

cc: W. E. Chandler

RECEIVED
FOR FILING

FORM E-30X 25M 11-50 44702

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1952

SUBJECT:

To:
Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The subcontract between Guy F. Atkinson Company and the Schrader Construction Company, covering Items 24 and 25, on Contract No. 3605, Wygant Park - Hood River Section, Ore. BFI-174 (14), is approved, and you may so inform the interested parties.

Five copies of the subcontract are being returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

Encls.

EAP:sh

cc W. C. Williams
C. G. Polk (2)

RECEIVED
FOR FILING
FORM E-30X 25M 11-50 44702

3230

OREGON STATE HIGHWAY COMMISSION
INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~
April 17, 1952

SUBJECT:

To:

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The subcontract between Guy F. Atkinson Company and J. A. Conley, covering items 30 through 41 inclusive, on Contract No. 3605, Wygant Park - Hood River Section, Ore. BFI-174 (14), is approved, and you may so inform the interested parties.

Three copies of the subcontract are being returned herewith.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:sh

Encls.

cc W. C. Williams
C. G. Polk (2)

ASS[illegible]NT

No. 323

By

[illegible]e: March 4, 1952

Description: **Letter from B.P.R. dated 2-29-52 requesting 2 copies of letter authorizing subcontracting of the Guy F. Atkinson contract for the construction of Proj. BFI-174 (14) Wygant Park-Hood River Section of Columbia River Highway.**

Acknowledged by _ _ _ _ _ Referred to _H. G. Smith_ _ _ _ _ _ _

Investigate and report with recommendation

XX ~~Investigation~~, such action as necessary and report

Comment or recommendation

Return with rough draft of reply

Please prepare for _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ signature

_ _

PLEASE RETURN TO
W. C. WILLIAMS

Assignment executed _ _ _ _ _ _ Report received _ _ _ _ _ _ _ _

Remarks:

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 29, 1952

PLEASE RETURN TO
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A report of an inspection made February 14, 1952 on the Guy F. Atkinson contract for construction of Project BFI-174(14), Wygant Park-Hood River Section of the Columbia River Highway, mentions that J. N. Conley is producing and stockpiling all necessary crushed rock materials under a subcontract.

Please furnish two copies of your letter authorizing this subcontract.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
W. C. WILLIAMS

RECEIVED
FOR FILING

February 29, 1952

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A report of an inspection made February 14, 1952 on the Guy F. Atkinson contract for construction of Project HFI-174(14), Wygant Park-Hood River Section of the Columbia River Highway, mentions that J. N. Conley is producing and stockpiling all necessary crushed rock materials under a subcontract.

Please furnish two copies of your letter authorizing this subcontract.

Very truly yours,

C. G. POLK
District Engineer

Original of this letter assigned to H. G. Smith March 4, 1952.
Assignment No. 3239.

RECEIVED
FOR FILING

3141

January 21, 1952

Mr. A. H. Prael, Right of Way Agent
Pacific Power & Light Company
Public Service Building
Portland 4, Oregon

Dear Sir:

This is your authority to bill the Oregon State Highway Commission for the readjustment of your facilities along the Wygant Park-Hood River Section of the Columbia River Highway in accordance with your letter of January 17, in which you advise that billings will only be made for poles not on public right of way, and that credits will be given for the life used plus salvage, depreciated material value, of the material removed.

The estimated cost is $5,286.33.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:AR me

cc Mr. H. G. Smith

January 18, 1952 ASSIGNMENT No. 31

By [illegible]

Description: Letter of January 17 by Pacific Power & Light Company (A. H. Prael) concerning relocation of Wygant Park-Hood River Section of Columbia River Highway (2 maps enclosed)

Acknowledged by ----- Referred to -- Smith ✓ ---------

Investigate and report with recommendation
Investigation, such action as necessary and report
Comment or recommendation
xxx-Return with rough draft of reply
Please prepare for ---------------------------------- signature

Assignment executed 1-21-52 Report received ---------

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

PACIFIC POWER & LIGHT COMPANY
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

January 17, 1952

Oregon State Highway Commission
Salem, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

Attention: Mr. W. C. Williams
First Assistant State Highway Engineer

Gentlemen:

This concerns the relocation of the Wygant Park-Hood River Section of theColumbia River State Highway.

Pacific Power & Light Company has been requested by Mr. L. V. Blickenstaff, Resident Engineer for the Oregon State Highway Commission to relocate its distribution line along the Wygant Park-Hood River Section of the Columbia River State Highway to conform with the new right of way. The relocation of the Company's distribution line around Ruthton Point is to be at the expense of the Highway Commission. In addition Pacific Company feels that it should be reimbursed for relocating other poles in this area for which it has private rights of way.

On the enclosed maps the relocated lines around Ruthton Point as well as the relocated poles are shown in red and the lines and poles removed or transferred are shown in green. The work that is to be done at the expense of the State Highway Commission is as follows:

1. Remove 23 poles, 20 anchors, 21 down guys, 4 span guys, 774 pounds of conductor, 43 crossarms with miscellaneous hardware and insulators.
2. Install 13 poles, 17 guys, 21 anchors, 920 pounds of conductor and other miscellaneous material.

Charges will be made for the new pole line plus the cost of removing and/or transferring existing facilities. Credits will be given for the life used plus the salvage, depreciated material value, of the material removed. A sheet showing the estimated net charge of $5,286.33 is attached.

As Pacific Company desires to commence this reconstruction work as soon as possible we would appreciate having a letter authorizing the Company to bill the State Highway Commission not only for the Ruthton Point relocation work but for the relocation of the other poles as well.

Yours very truly,

AHPrael

A. H. Prael
Right of Way Agent

[illegible]
STATE [illegible] COMMISSION

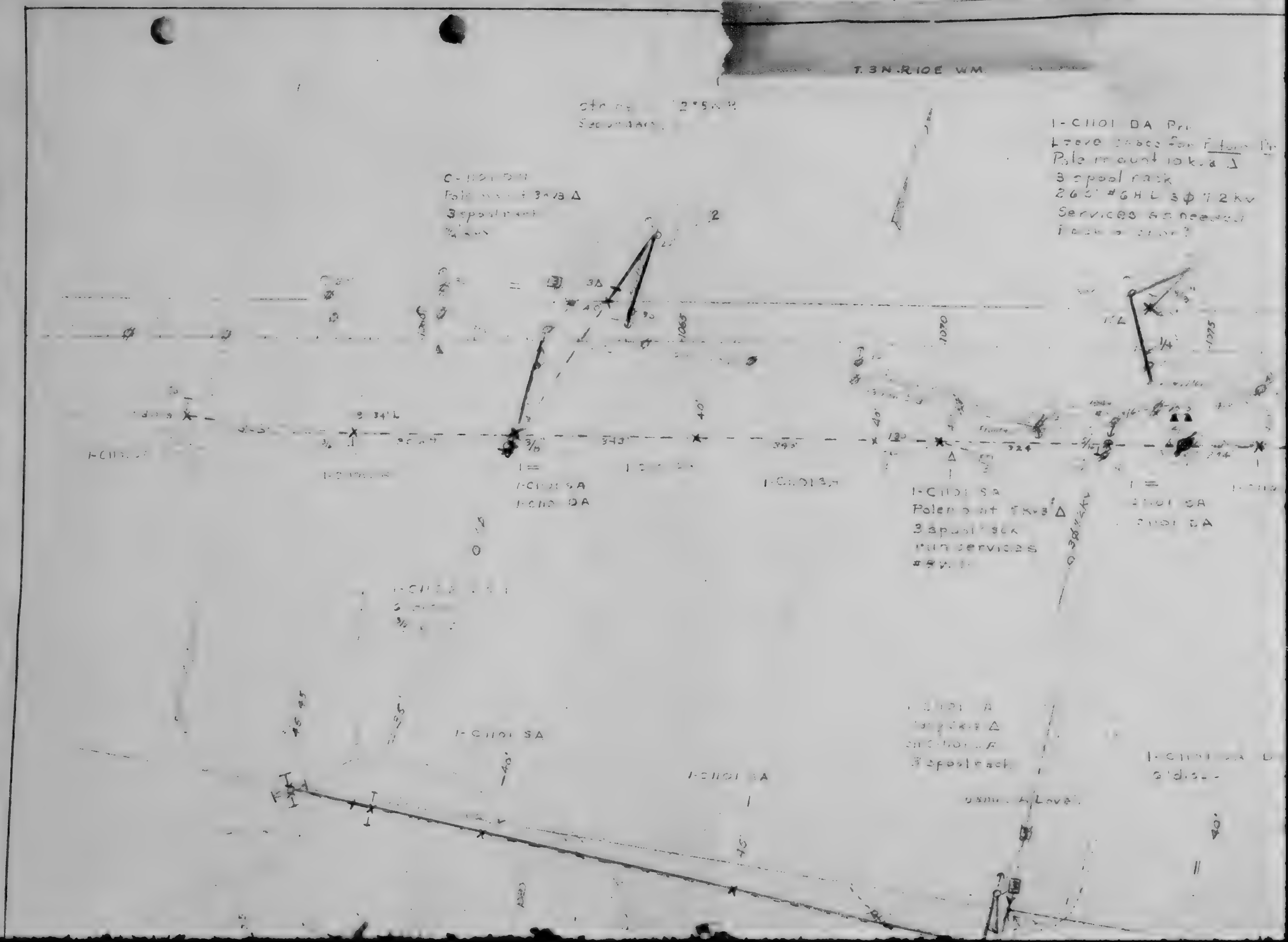
AHP:mu
Encs.

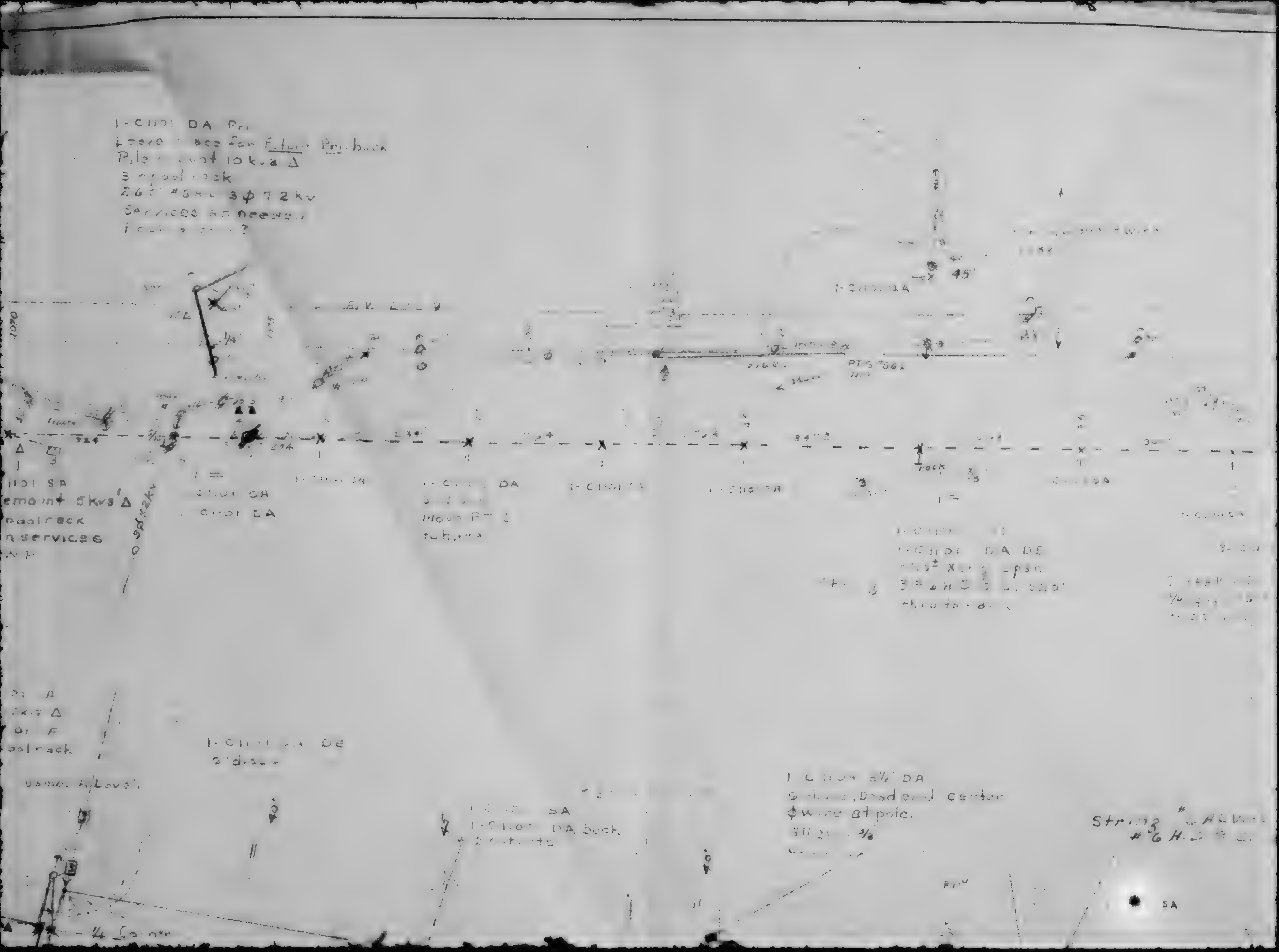
COST TO OREGON STATE HIGHWAY COMMISSION
FOR RELOCATING ELECTRIC DISTRIBUTION FACILITIES

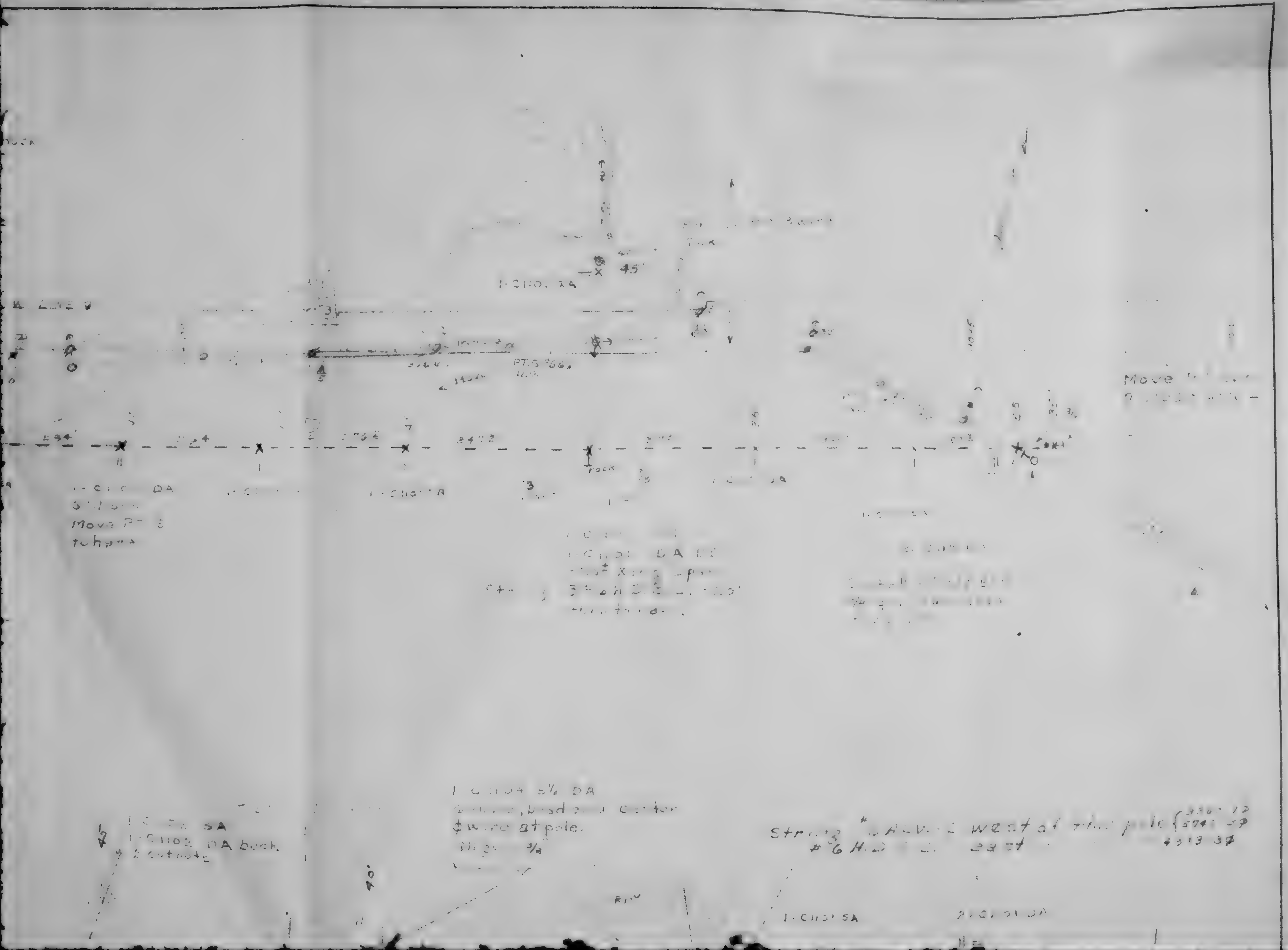
Facilities on Private Property, Relocation of Wygant Park - Hood River Section of Columbia River Highway.

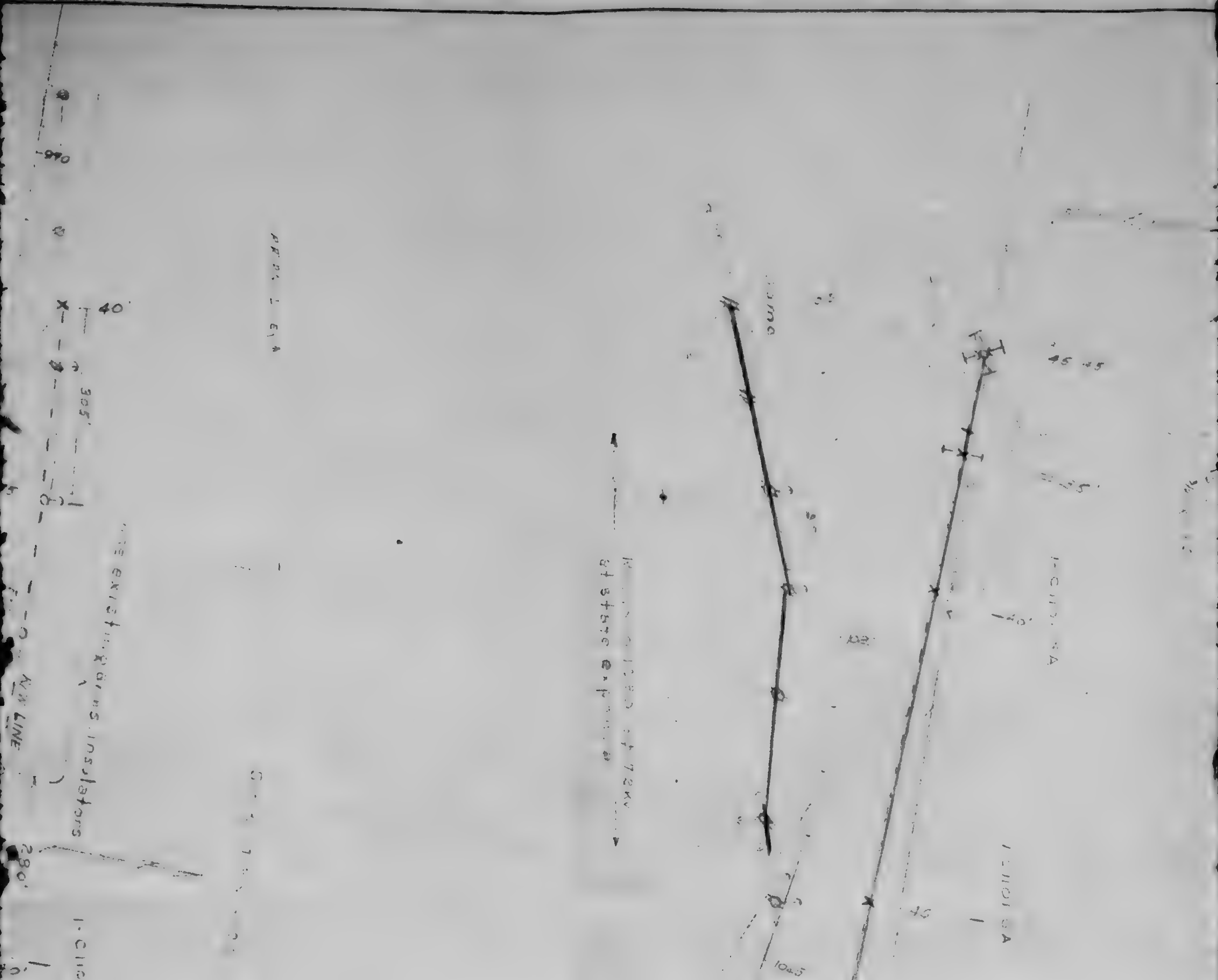
Charges:		
New pole line	$6,448.00	
Remove and/or transfer facilities	1,235.00	
Total Charges		$7,683.00
Credits:		
Line used (in place)	$1,854.30	
Salvage (depreciated material value)	542.37	
Total Credits		$2,396.67
NET CHARGES - - - - - - - - - - - - -		$5,286.33

AJT:12/26/[illegible]

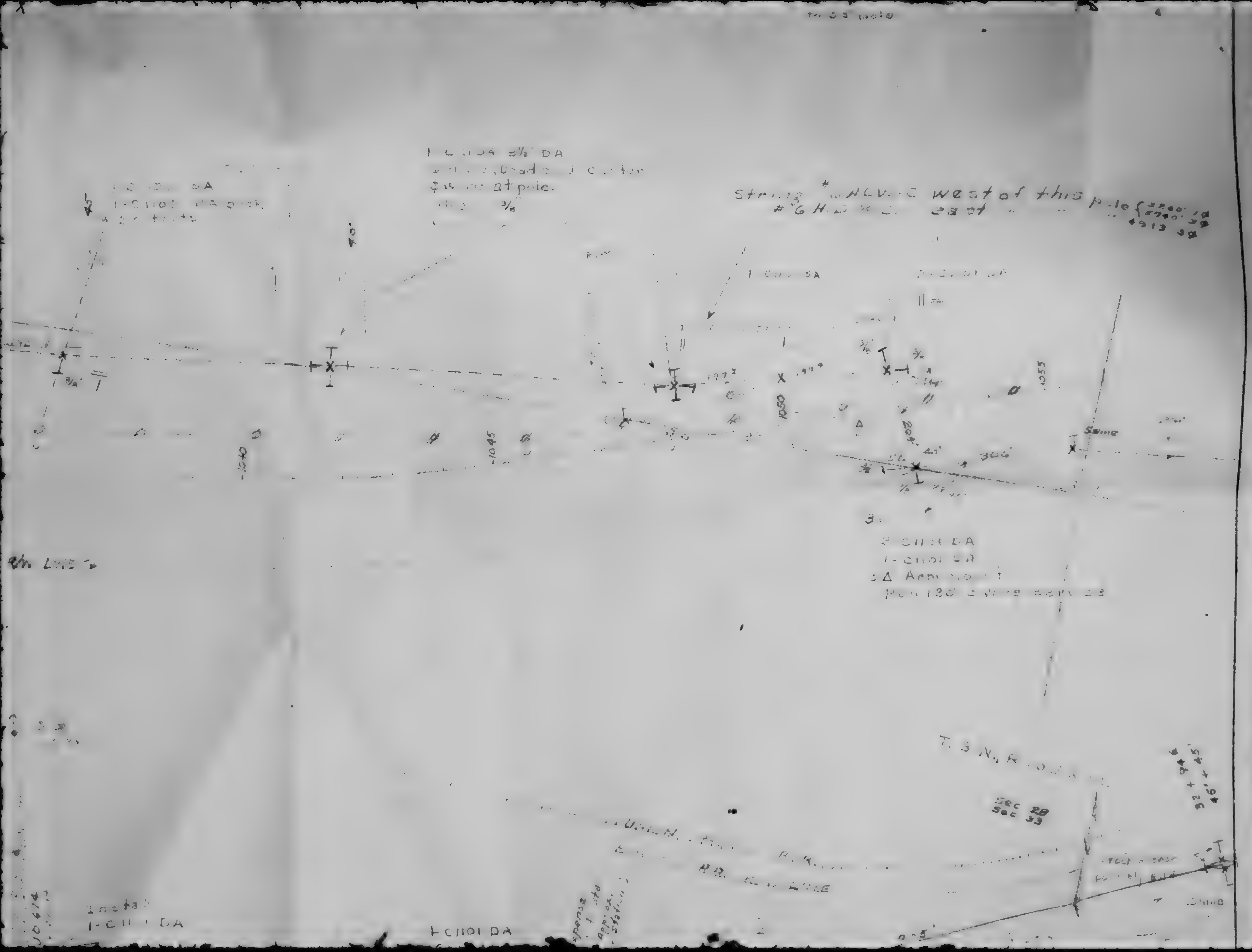

T.3N.R10E WM.
1-C1101 DA Pr.
Leave space for Future Pr.
Pole mount 10 kva △
3 spool rack
265' #6HL 3Φ 7.2kv
Services as needed
Secondary 2 #6
C-1101 DA
Pole mount 3-10 △
3 spool rack
1-C1101 SA
1-C1101 DA
1-C1101 SA
Pole mount 3K-3 △
3 spool rack
run services
3Φ 12KV
1-C1101 SA
1-C1101 DA
1-C1101 SA
1-C1101 SA
3 spool rack
1065
1070
1375
40'
40'
40'
40'
40'
45'
35'
343'
345'
324'
3/0
5/16
1/4
34'L
2

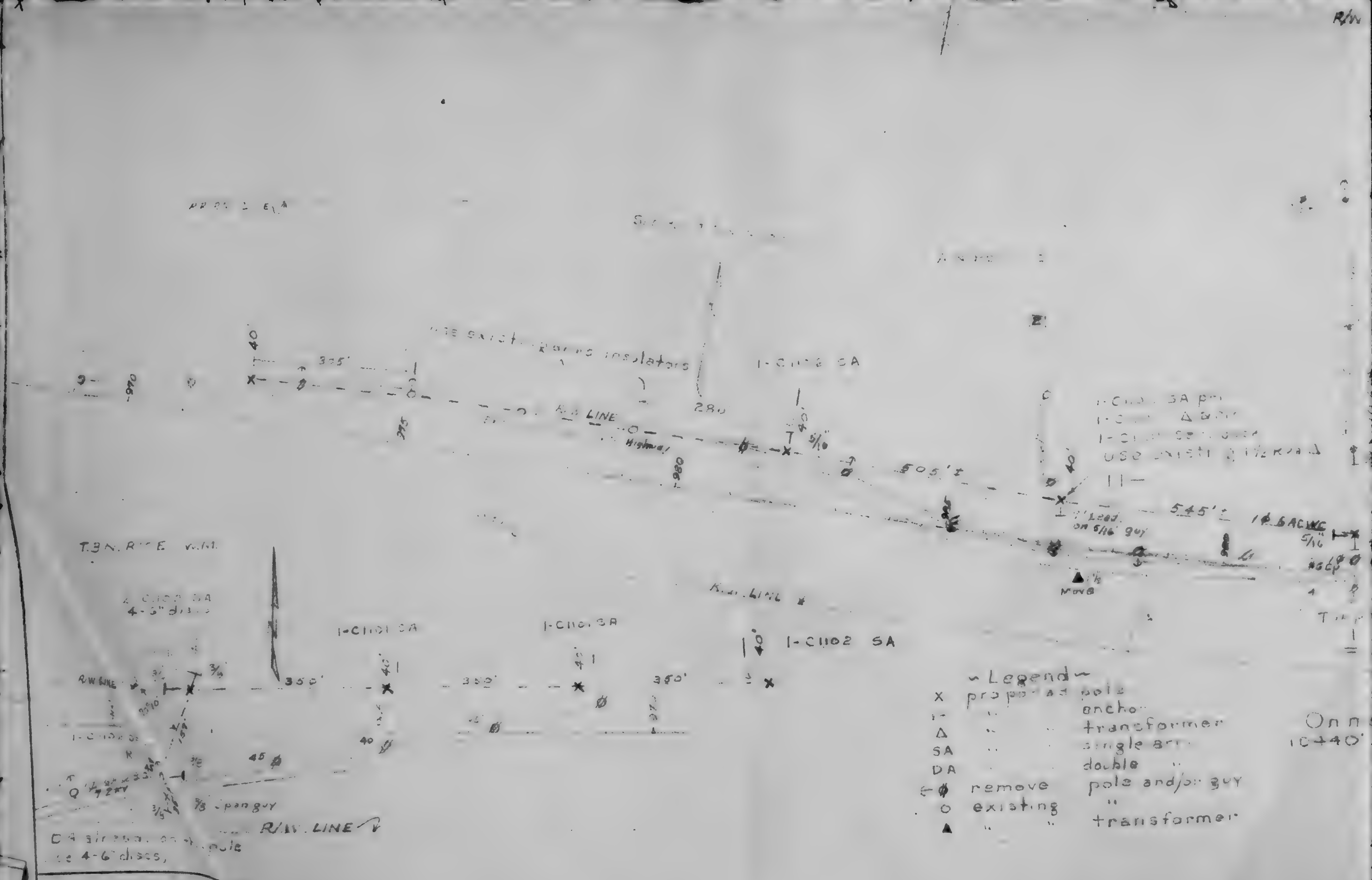

1-C1101 DA Pri
Leave space for Future Pri. back
Pole mount 10 kva Δ
3 spool rack
26' #6 HL 3 Φ 7 2 kv
Services as needed
1070
1/4
324
294
1101 SA
emount 5kva Δ
spool rack
n services
3Φ 7.2kv
C1101 SA
C1101 DA
DA
Move P
1-C1101 DA
45'
1-C1101 DA DE
PTS
rock
1 C1104 5½ DA
Dead end center
Φ wire at pole.
3/8
Strung #6 H
SA
1-C1101 DE
Level
1-C1101 SA
1-C1101 DA back
40'
¼ Corner


45'
1-CH10 3A
PT.S 66
1-Ch10 DA
Move P
1-Ch10 A
rock
3
1-CH10 DA
Move
1 CH10A 5½ DA
Center
wire at pole
1-CH10 SA
1-CH10 DA back
2 cutouts
40'
String #6 H.D. west of this pole
#6 H.D. east
4313 3Ø
1-CH10 SA
2-CH10 DA


R/W LINE
existing arms insulators
1-C1102 5A
1-C1102 5A
1-C1102 5A PT

1-C1101 SA
45'
1-C1101 A
Δ
4 spool rack
1-C1101 DE
6"disc.
¼ Corner
5A
1030
1035
1040
1045
40'
45'
1-C1101 SA
1-C1102 DA buck.
1-C1104 5½ DA
center
at pole.
3/8
R/W Line
1-C1102 SA
80'
40'
5/16"
1-C1102 SA pri
Δ
1-C1101 Sec. buck.
use existing 1½
J0674
1-C1101 DA
1-C1101 SA
1-C1101 DA
6"disc.
Expense

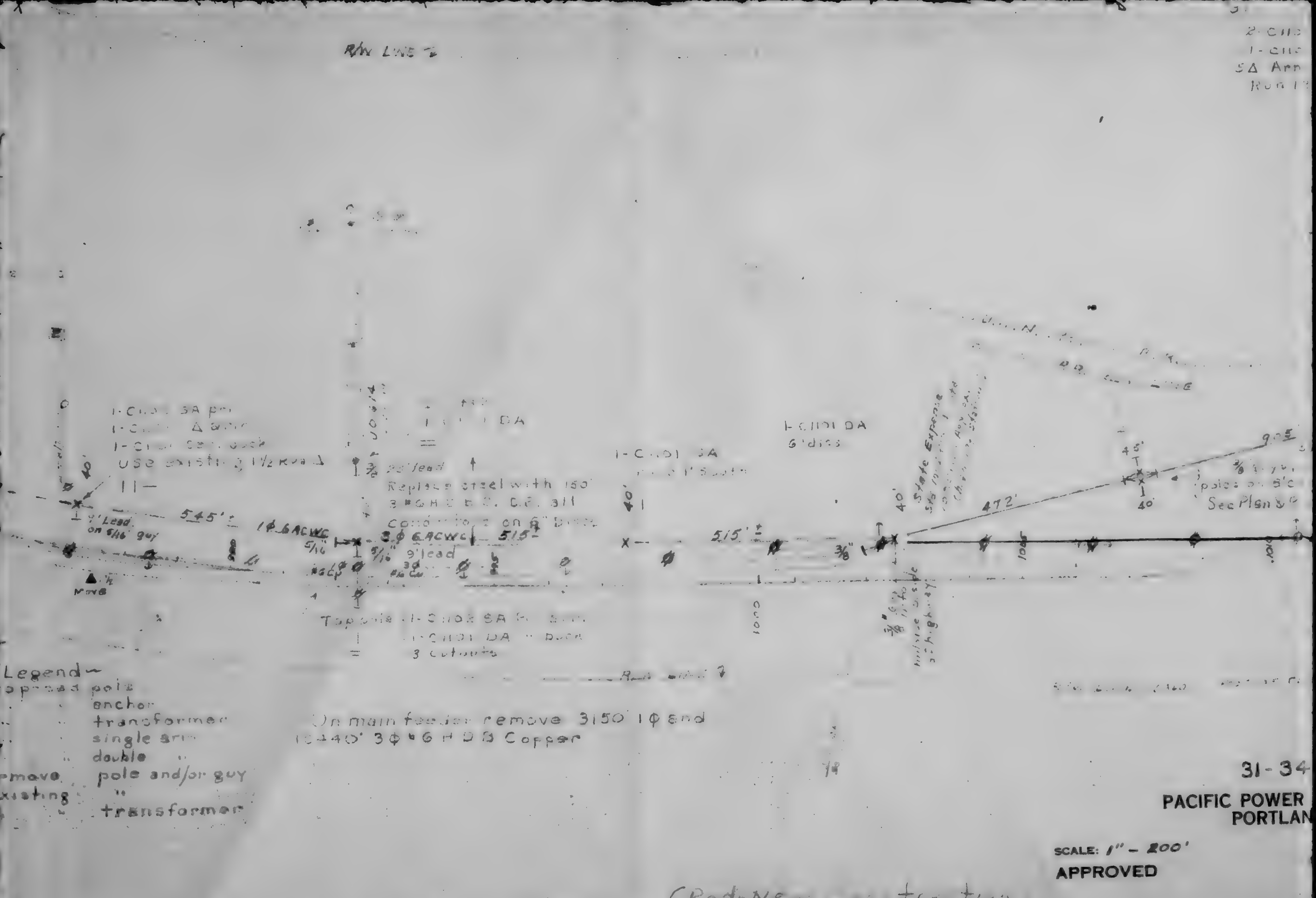

pole
1-CH04 3½' DA
at pole.
3/8
SA
1-CH03 DA
40'
String # ... west of this pole
#6 H.D. ... east
3200' 1Ø
3740' 3Ø
4913 3Ø
SA
1-CH... SA
-1040
-1045
1050
1055
204'
45'
306'
Same
3/4
2-CH... DA
1-CH03 SA
Approx
120'
R/W Line
Install
1-CH... DA
1-CH101 DA
Expense
Approx.
Station
R.R.
R/W LINE
T. 3 N., R.
Sec 28
Sec 33
32 + 94
46' + 45'
Same
J0614


R/W
1-C1102 SA
395'
40
990
Existing pins insulators
280
R/W LINE
Highway
980
5/16
505'±
545'±
1Ø 6ACWC
Lead on 5/16" guy
Move
1-C1101 SA
1-C1101 SA
1-C1102 SA
R/W LINE
T.3N. R.1E W.M.
4-5" discs
R/W LINE
350'
350'
350'
40
45
3/8 span guy
R/W LINE
~Legend~
x proposed pole
anchor
Δ transformer
SA single arm
DA double
Ø remove pole and/or guy
o existing
▲ transformer
On n
10+40'

DRAWN	J.D. STREET	
TRACED		19
CHECKED	A.J.S. 11-7	1952
APPROVED		19

NO.	DATE	REVISION	BY.	CH	CORR	APP

Mitchell Point Line Re

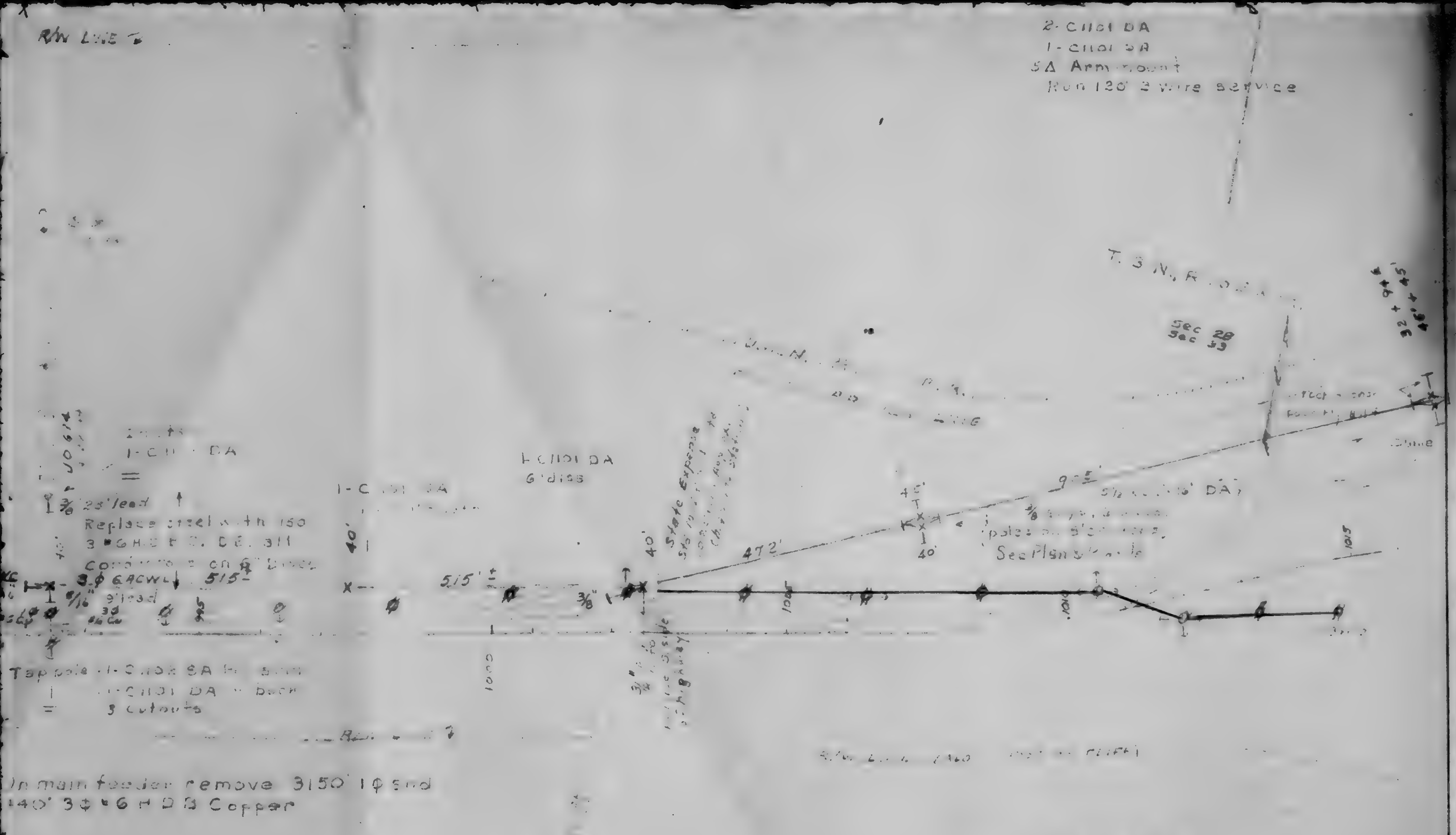

R/W LINE
2-C11
1-C11
5Δ Arm
Run 1
1-C101 SA pin
1-C101 Δ arm
1-C101 SA buck
USE existing 1½ Kva 1
9' Lead
on 5/16" guy
545'±
1φ 6ACWC
5/16
3φ 6ACWC
515'
5/16" 9'lead
#6 Cp
3φ
#6 Cu
Move
1-C101 DA
3/8 25'lead
Replace steel with 150'
3 #6 H D C. C.P. all
Conductors on 6" brac.
Top pole 1-C108 SA
1-C101 DA buck
3 cutouts
1-C101 SA
1' South
40'
1000
515'±
3/8"
1-C101 DA
6'disc
40'
State Expense
Sta
Chain
3/8" Guy
in to
hillside side
of highway
472'
1005
45'
40'
3/8
poles on 3'
See Plan
905'
N.
R.
Legend
Proposed pole
anchor
transformer
single arm
double
Remove pole and/or guy
Existing
transformer
On main feeder remove 3150' 1φ and
10440' 3φ #6 H D B Copper
Road
State Expense
Red-New Construction
Green-Remove or Transfer

31-34

PACIFIC POWER
PORTLAN

SCALE: 1" – 200'
APPROVED

Mitchell Point Line Relocation


R/W LINE
2-C1101 DA
1-C1101 SA
5A Arm mount
Run 120' 2 wire service
T. 3 N., R.
Sec 28
Sec 33
32 + 94 ±
46' + 45'
1-C11 DA
=
3/8 25' lead
Replace steel with 150
3 #6 H.D. C. DE. 311
3 ϕ 6ACWL 515'
9/16" 9' lead
3ϕ
#6 Cu
Tap pole 1-C1102 SA
1-C1101 DA
3 cutouts
In main feeder remove 3150' 1ϕ and
140' 3ϕ #6 H D B Copper
1-C1101 DA
40'
515' ±
1000
3/8"
1-C1101 DA
6' diss
40'
State Expense
472'
45'
40'
poles
See Plans
DA
1005
1010
1015

31-3476-83

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

SCALE: 1" – 200'

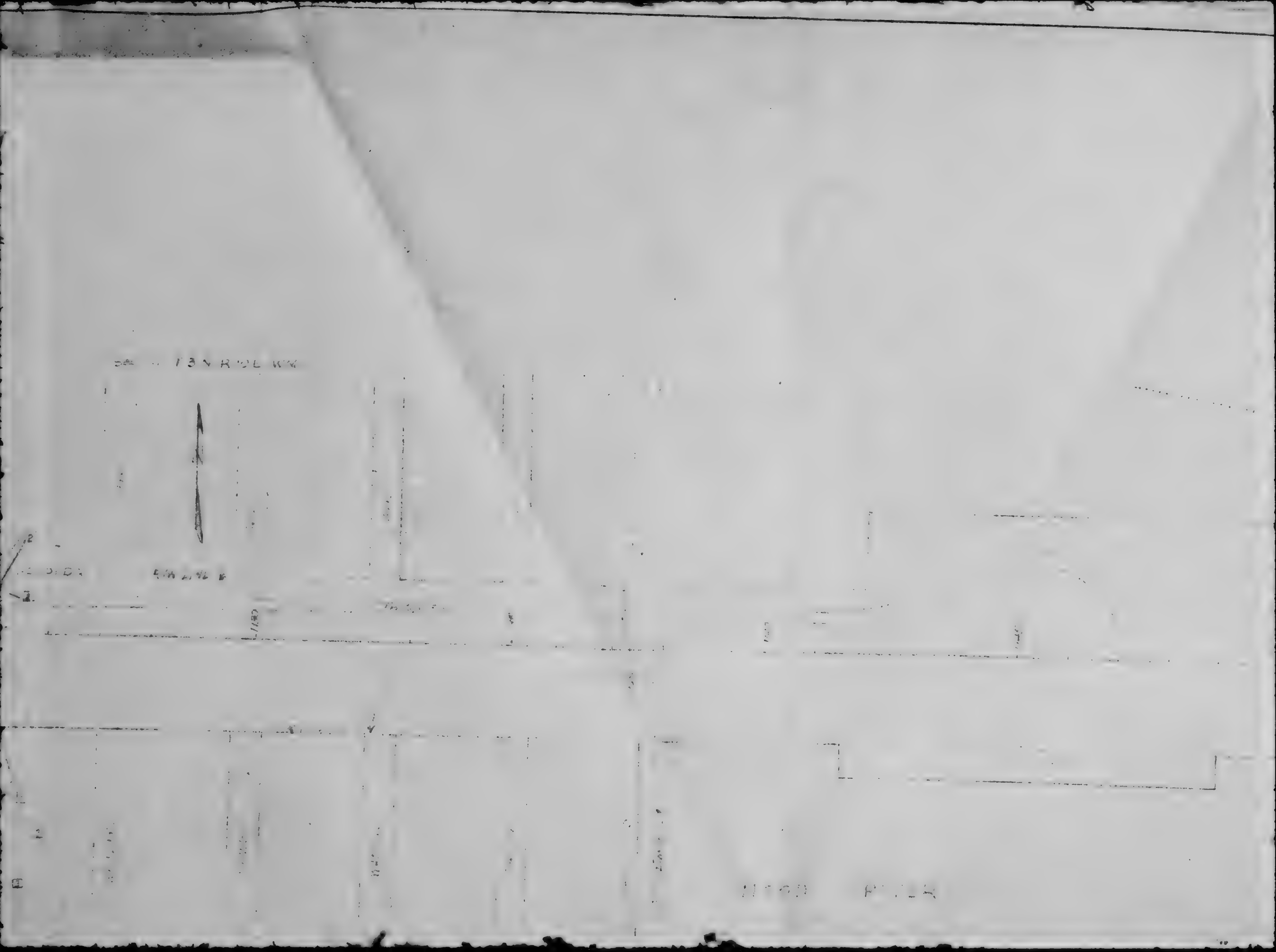
APPROVED

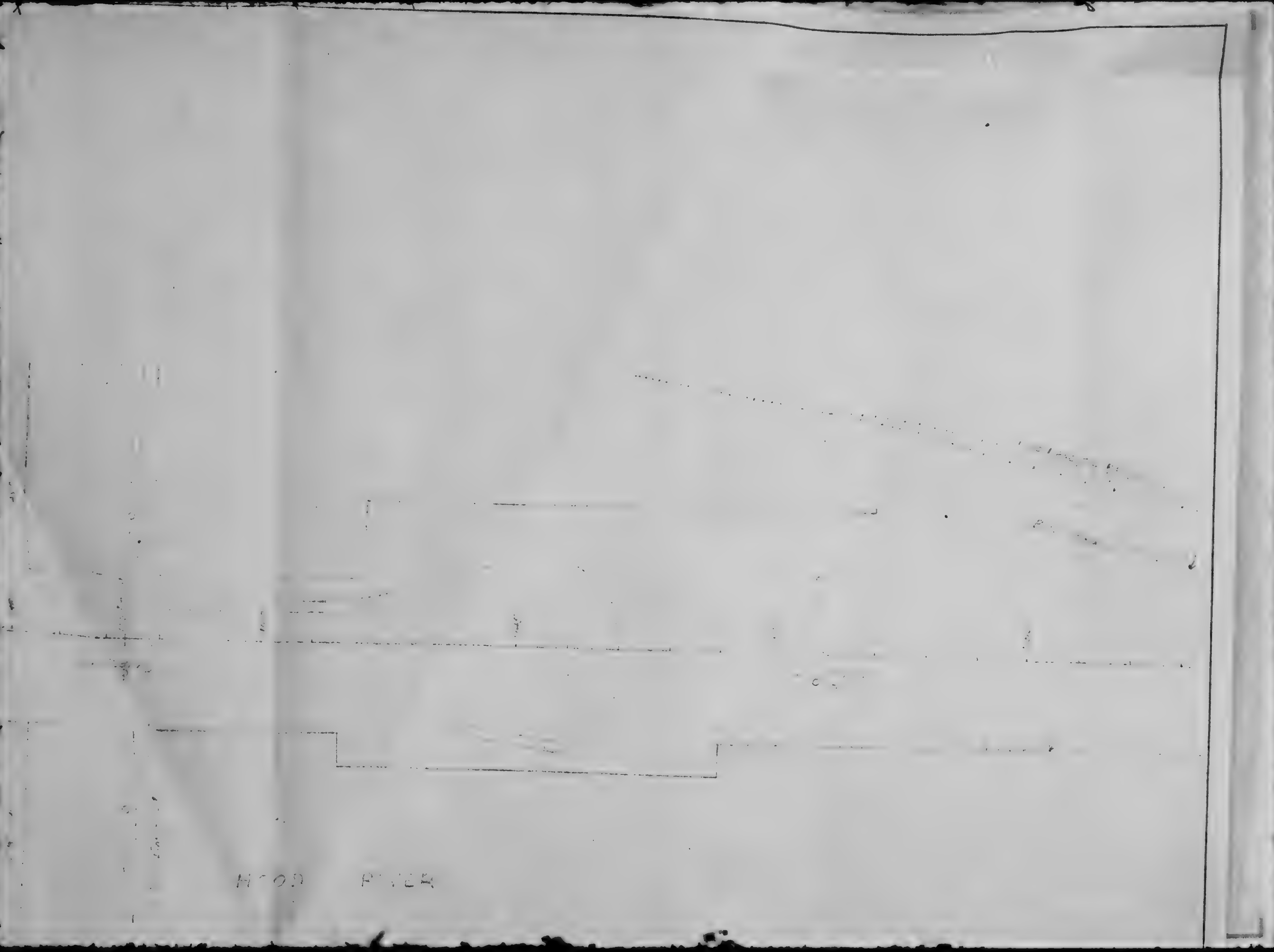
CHIEF ENG'R

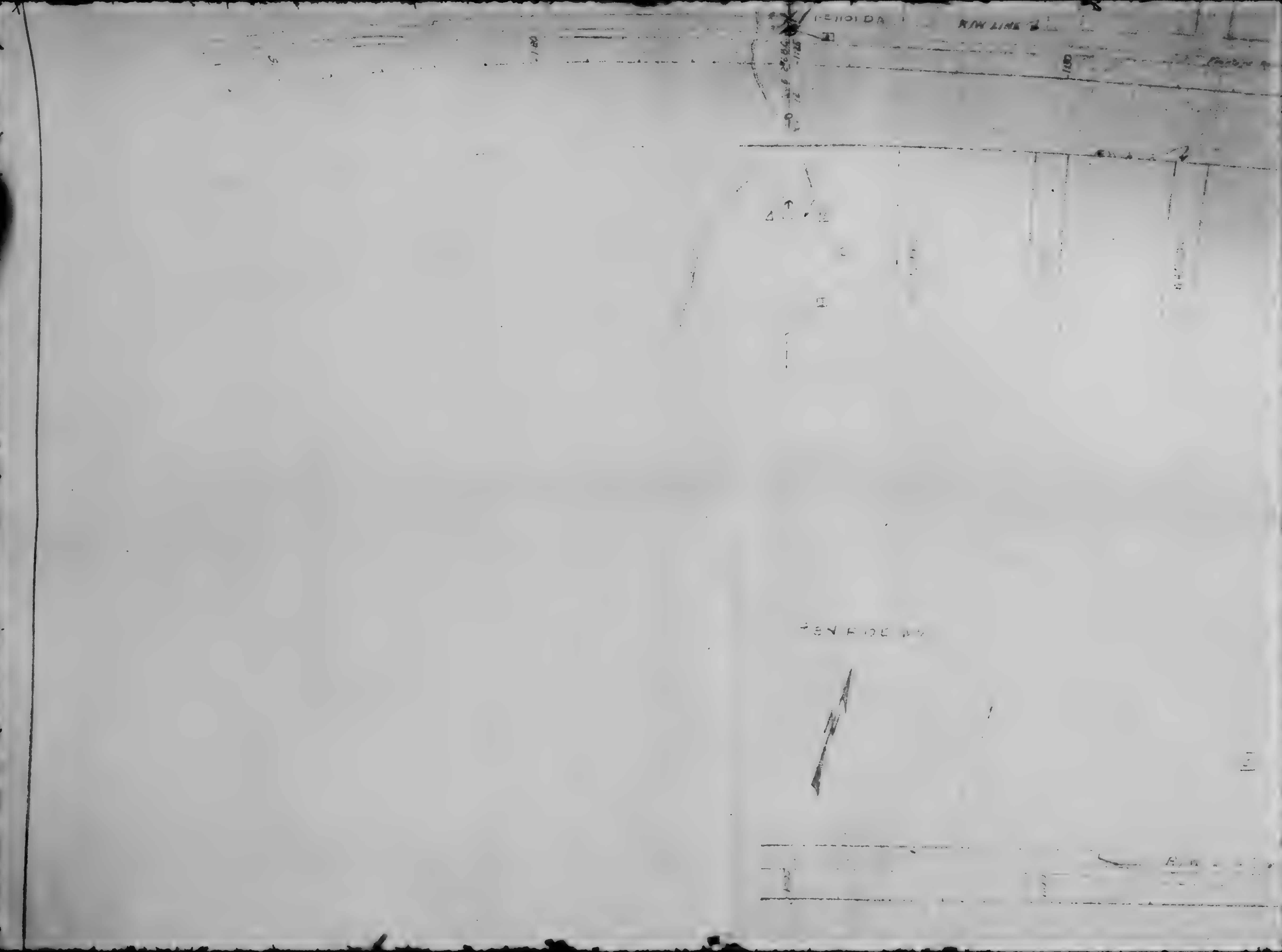
PD-

Relocation State Expense {

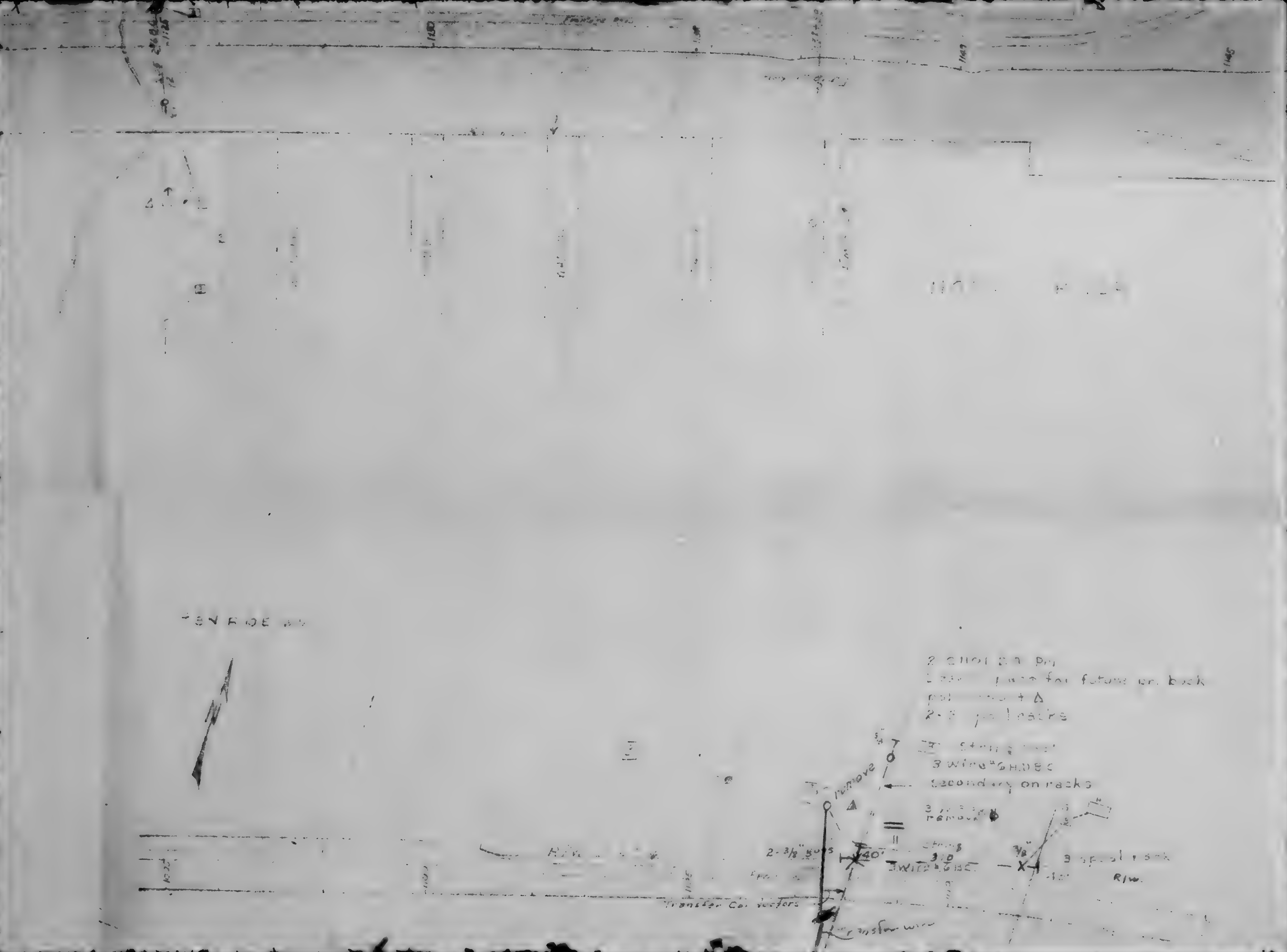
Green - Remove or Transfer

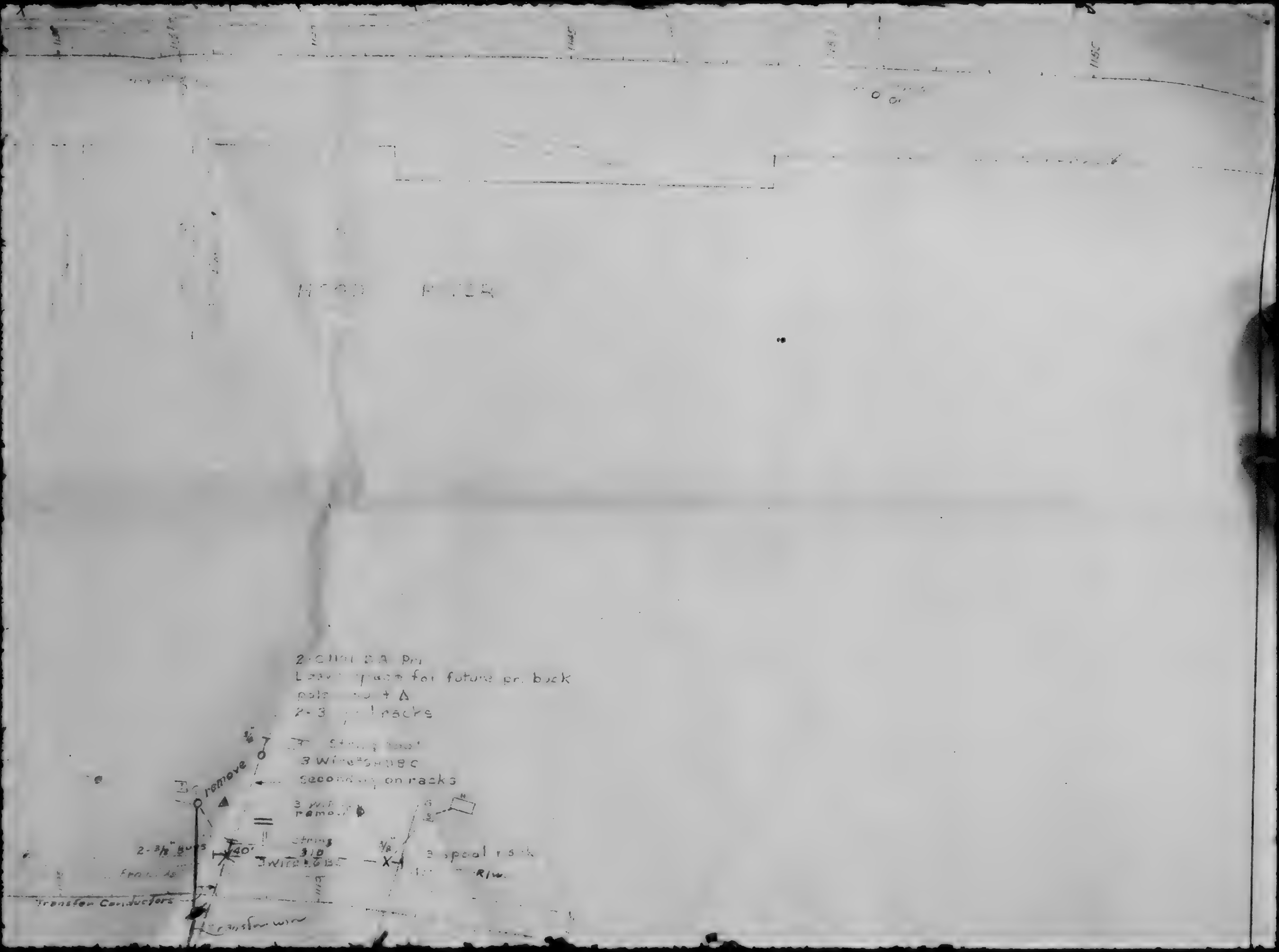

2


HOOD RIVER

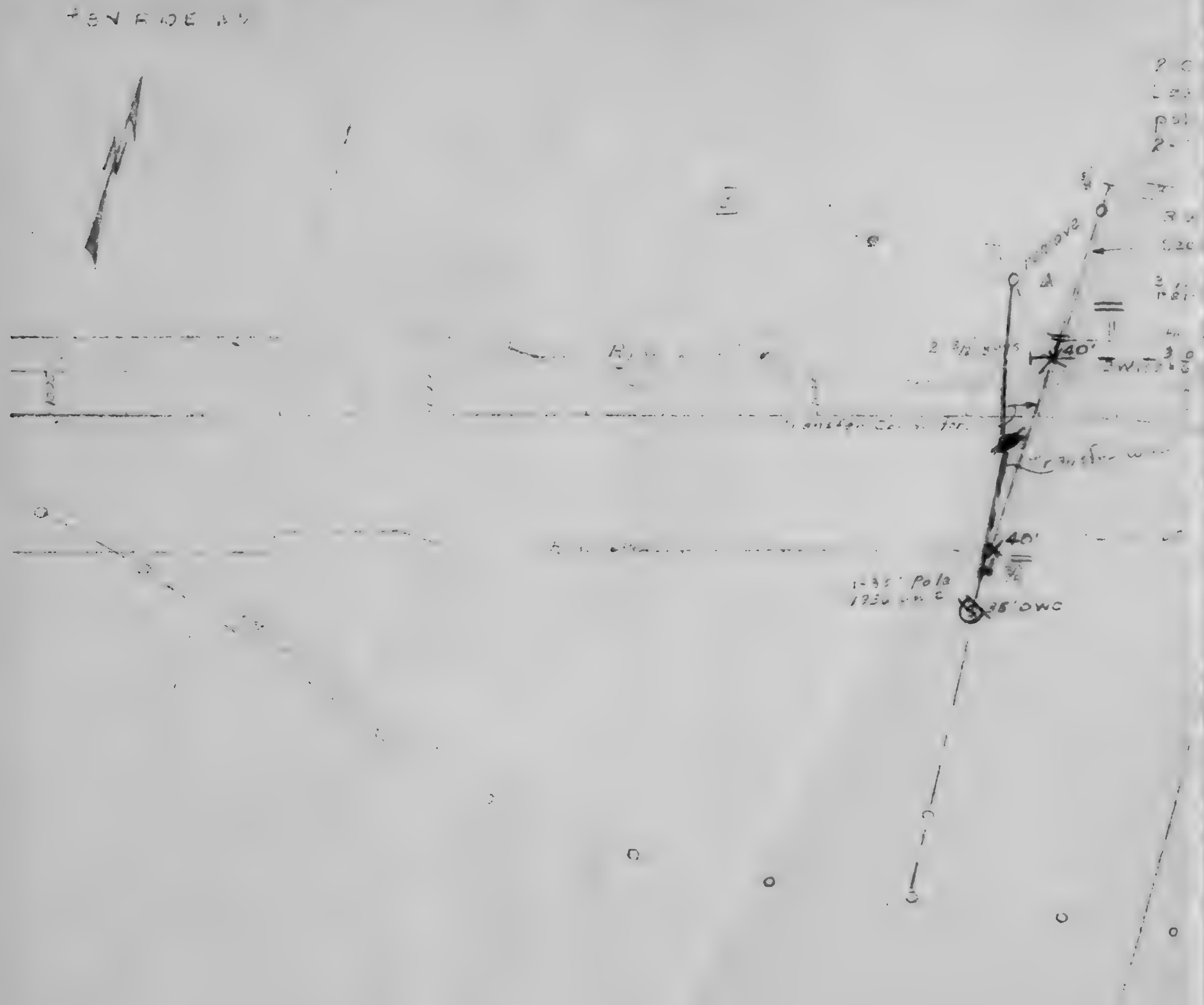


FLORIDA
R/W LINE
-1120
1100


1125
1130
1140
1145
2 circuit on Dn
for future on back
3 wire #6 H.D.B.C.
secondary on racks
remove
removed
2-3/8" guys
40'
3/0
3 wire #6 BC
3/8"
3 spool rack
R/w.
Transfer Conductors
transfer wire



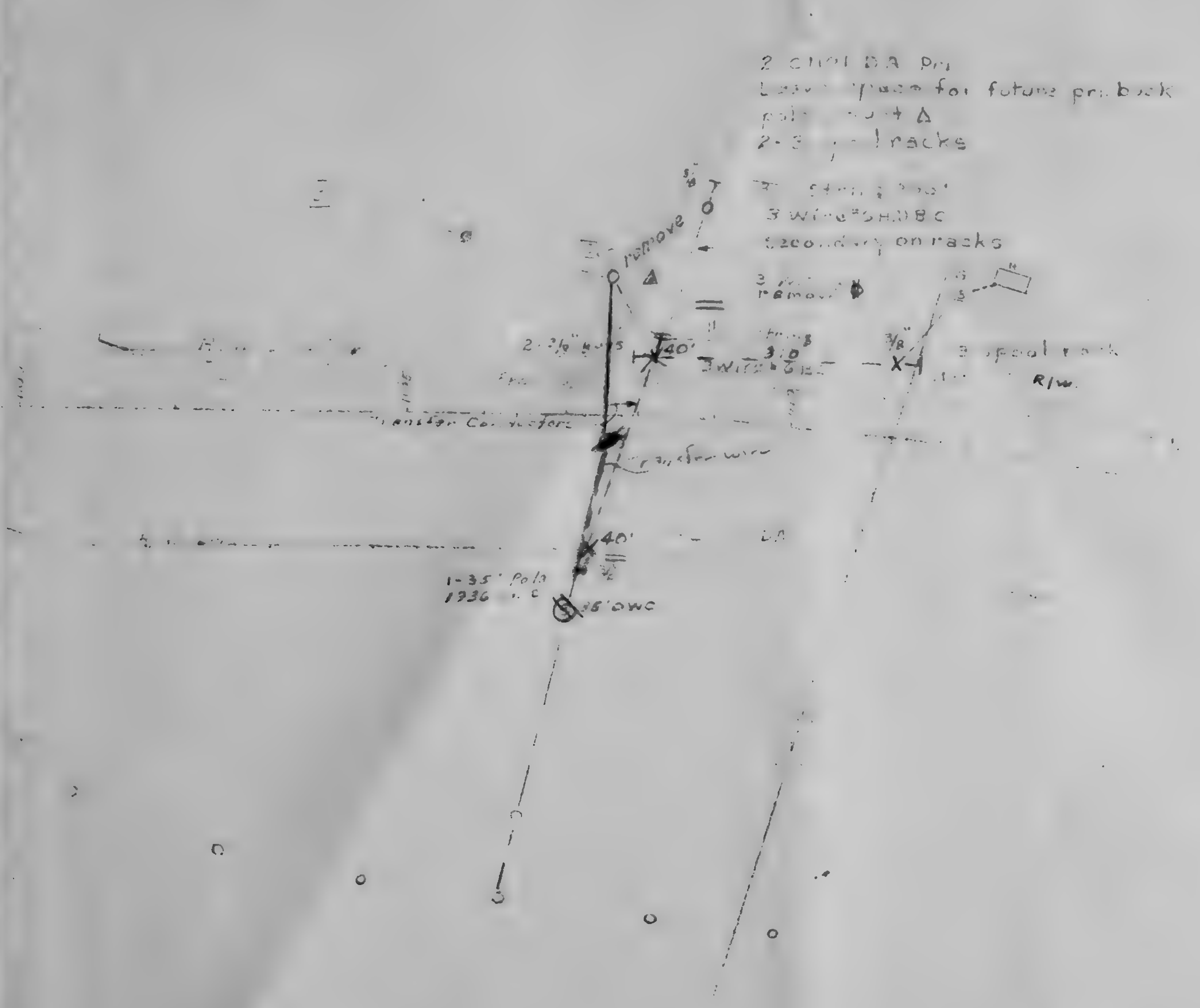
2-C [illegible] S.A. Pri
Leave space for future pr. back
pole + Δ
2-3 racks
3 Wire #6 BC
secondary on racks
remove
3 wire remove
2-3/8" bus
40'
string
3/8
3 Wire #6 BC
3/8"
3 spool rack
R/W.
Transfer Conductors
Transfer wire
1155


remove
40'
40'
35' OWC
1-35' Pole
Transfer

O.	DATE	REVISION	BY	CH	CORR	APP

State Expense

Red
Green

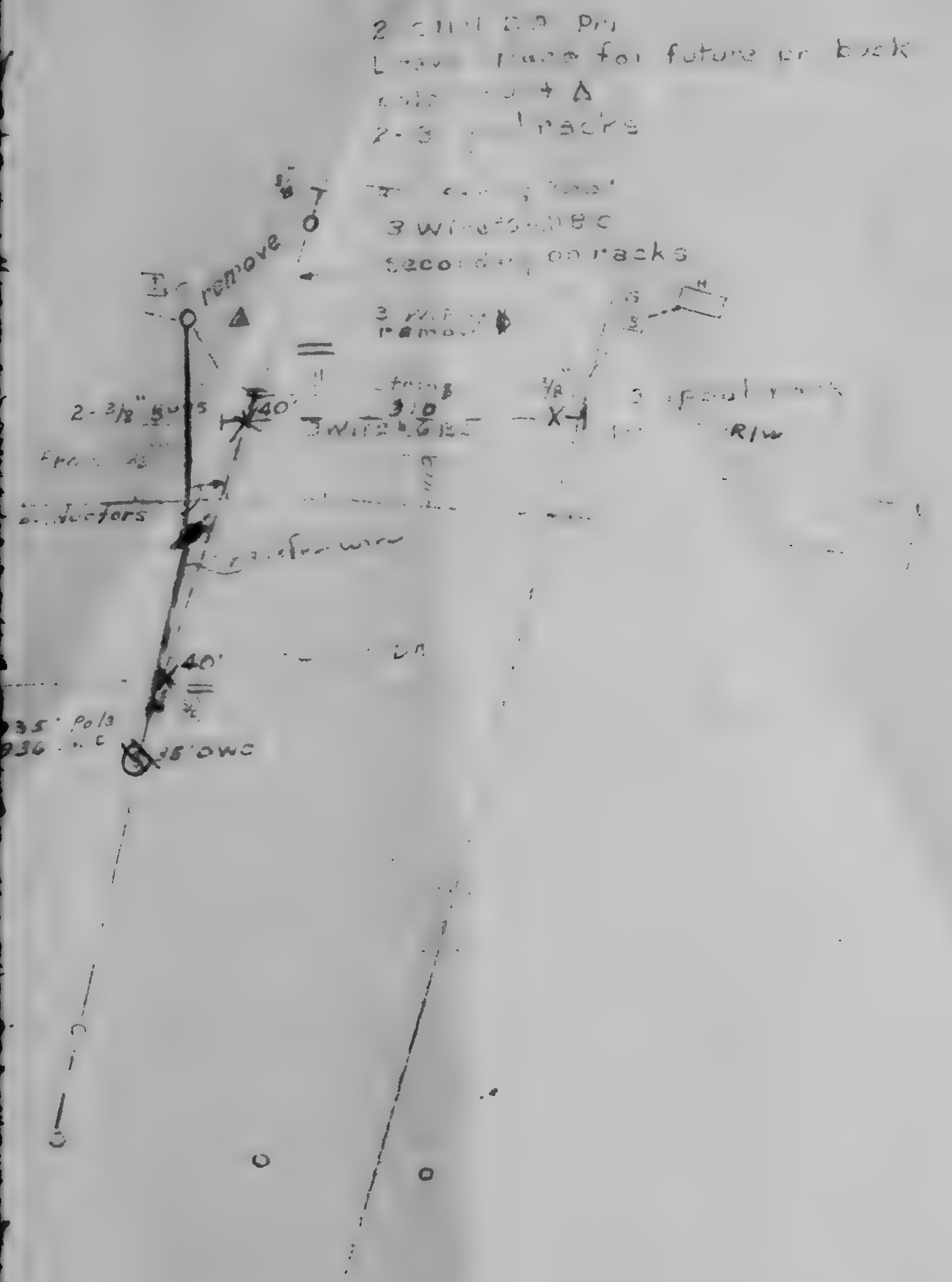

2 CHOI DA Pri
Leave space for future pri. buck
pole ... Δ
2-3 ... racks
... string ...
3 Wire #6 H.D.B.C
secondary on racks
remove
5/8 T
3 ... remove
2-3/8" ...
40'
3/0
3 Wire #6 ...
3/8"
3 spool rack
R/W.
Transfer Conductors
transfer wire
40'
1-35' Pole
1936 ...
35' OWC

State Expense

{Red New Construction
{Green Remove or Transfer

31-3476-83
PACIFIC POWER & LIGHT CO
PORTLAND, OREGON

SCALE:
APPROVED


2 [illegible] Pri
Leave [illegible] for future [illegible] back
[illegible] + Δ
2-3 [illegible] racks
3 Wire [illegible]
secondary on racks
3 Wire [illegible] remove
remove
2-3/8" guys
40'
3/0
3 Wire [illegible]
1/8
R/w
[illegible]ductors
40'
35' Pole
36'
35' OWC

{Red [illegible]
{Green Remove or Transfer

31-3476-83

PACIFIC POWER & LIGHT COMPANY
PORTLAND, OREGON

SCALE:

APPROVED

CHIEF ENG'R

PD-

RECEIVED
JAN 9 1952
FOR FILING

[illegible]
3605

January 8, 1952

Guy F. Atkinson Co.
806 Cascade Bldg.
Portland 4, Oregon

Gentlemen:

We enclose herewith, for your records and files, a fully executed copy of contract No. 3605 which was awarded to you on December 10, 1951 by the State Highway Commission, for grading and paving on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County.

We are also sending an executed copy of this contract to the surety on your bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl. 1

Recorded 1/8. gl

RECEIVED
JAN 28 1952
FOR FILING

December 10, 1951

Guy F. Atkinson Company
10 West Orange Avenue
South San Francisco, California

Gentlemen:

The State Highway Commission on October 12th accepted your proposal for grading and paving on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County for the sum of $1,821,465.65 using concrete or metal guard fence posts, and awarded contract No. 3605 to you subject to completion of acquisition of all rights of way within 60 days and concurrence from the Bureau of Public Roads. This note is to inform you that such condition has now been satisfied.

Pursuant to instructionsfrom the Commission, contract forms are now being prepared and will be mailed to you shortly for execution.

I am enclosing a copy of the proposal form which contains specifications and may be useful pending preparation of the contract forms.

This confirms my wire to you of this date.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc - H. G. Smith
S. H. Probert
Goldie Lewis
W. M. Fransua (S.I.A.C.)

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram

FULL RATE TELEGRAM		SERIAL	
DAY LETTER		NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206

INTERNATIONAL SERVICE
Check the class of service desired; otherwise this message will be sent at the full rate

FULL RATE		DEFERRED	
CODE		NIGHT LETTER	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
December 10, 1951
8:30 a.m.

Guy F. Atkinson Company
10 West Grange Avenue
South San Francisco, California

The State Highway Commission today received satisfaction of condition governing award to you of contract for grading and paving on Wygant Park-Hood River Section of Columbia River Highway in Hood River County for which you submitted low bid on October 12, 1951. Contract forms will be mailed you shortly for execution.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
C. W. Head
Accounting (5001-900)
Files

RECEIVED
FOR FILING
[illegible]
605

December 10, 1951

Mr. L. W. Althof, District Engineer
Union Pacific Railroad Company
851 Pittock Block
Portland 5, Oregon

Dear Sir:

We will appreciate your proceeding immediately with the construction of the haul-road bridges on the Gorton Creek-Warren Creek, Warren Creek-Viento, and Wygant Park-Hood River sections, starting with the first project listed below and building them in the order shown:

Wygant Park-Hood River Section:

Pass opposite Highway Station 930+75 (R.R. Station 982+50)
Pass opposite Highway Station 863+00 (R.R. Station 915+80)

Gorton Creek-Warren Creek Section:

Pass opposite Highway Station 555+50 (R.R. Station 614+80)
Pass opposite Highway Station 591+90 (R.R. Station 654+00)

Warren Creek-Viento Section:

Pass opposite Highway Station 718+00 (R.R. Station 764+50)
Pass opposite Highway Station 740+30 (R.R. Station 782+65)

Mr. L. V. Blickenstaff, Hall Building, Hood River (Phone 4012), will be resident engineer on the Wygant Park-Hood River Section; Mr. C. A. Peterson, Box 763, Bonneville (Phone 440), on the Gorton Creek-Warren Creek Section; and Mr. Clay Cornett, City Hall, Cascade Locks (Phone 8492), on the Warren Creek-Viento Section.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

HGS:ar me
cc Mr. H. G. Smith

RECEIVED
DEC [illegible] 1951
FOR FILING

December 10, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 9, 1951 on Contract No. 3605, Wygant Park-Hood River Section, in connection with Federal Aid Project No. BFI-174 (14).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DB:es

Files

RECEIVED
DEC 17 1951
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

(4)

December 10, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of December 7, 1951 advising that all rights of entry have been obtained for Oregon Project BFI-174(14), Wygant Park-Hood River Section of the Columbia River Highway, we hereby concur in award of contract as of December 10, 1951 to Guy F. Atkinson Company, Cascade Bldg., Portland 4, Oregon, low bidder in the amount of $1,821,465.65 at the October 12, 1951 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
[illegible]

RECEIVED
DEC [illegible] 1951
FOR FILING

FI 174 (14)

December 7, 1951

Mr. C. G. Polk
Acting District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

May we have your concurrence in the award on December 10 of contract for grading and paving on the Wygant Park-Hood River Section, Project RFI-174 (14), to the Guy F. Atkinson Co. of Portland, Oregon, on the basis of that company's bid in the amount of $1,821,465.65 submitted on October 12, 1951.

All rights of entry required in connection with this project have been acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP:gs

RECEIVED
OCT [illegible] 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

B 71-174(14)

#3605

October 8, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are approved copies of the plans and proposal including special provisions for Oregon BFI-174(14), Wygant Park-Hood River Section of Columbia Highway in Hood River County.

Very truly yours,

W H Lynch
W. H. LYNCH
Division Engineer

Copy & Encls to [illegible]

Encls.

RECEIVED
[illegible] 1951
FOR FILING

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-174(14)

#3605

September 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project BFI-174(14)
Wygant Park-Hood River Section
of the Columbia River Highway
Letter of Intent

Dear Sir:

It has been determined that the subject project meets eligibility requirements, based on the criteria of essentiality described in Section Two of the Commissioner's memorandum of June 12, 1951, for an allotment of controlled materials and priority assistance.

Within the steel, copper and aluminum quantity limitations received from the Defense Production Administration, allotment of controlled materials will be made to the project when the contractor is ready to order his materials.

Very truly yours,

C G Polk
C. G. POLK
Acting District Engineer

copy to Parson

NOTED
W. C. WILLIAMS

CC - Division 8 Office

RECEIVED
[illegible]
[illegible] STATE HIGHWAY COMMISSION

BFI-174 (14) Wygant Park-Hood River 1956
#3605 Sec.
Final Audit

FORM E-30X—50,000—10-54—78484

OREGON STATE HIGHWAY DEPARTMENT

REFERRED TO
C. H. MAISON, Auditor

INTER-DEPARTMENT CORRESPONDENCE
The Dalles, Oregon
August 26, 1955

SUBJECT: Union-Pacific OverPass at Hood River

To:
Mr. Dean Swift
Division Engineer
Oregon State Highway Dept.
Bend, Oregon

ATTENTION: Mr. Bob Clark

Dear Sir:

Herewith billing from Union-Pacific Railroad Company in connection with installation of corrigated iron pipe culvert under three (3) tracks just West of the Union-Pacific over-pass at Hood River.

Please refer to Mr. Kidder's letter of March 22, 1954, your letter to me of April 22, 1954 and also Agreement between Oregon-Washington Railroad and Navigation Co., Union-Pacific Railroad Co., and State of Oregon acting by and through its State Highway Commission, dated September 23, 1954.

This work was estimated by the Railroad Company at $1225.00. At the time the work was done Foreman Andrews and myself made notes that six (6) men worked four (4) days, two (2) watchmen worked two (2) days, and one (1) watchman worked seven (7) nights. We estimated the labor at 280 hours at $2. per hour or $560.00. This does not include any allowance for Company supervision or material.

The material used was 66' of 18" corregated culvert pipe and two (2) collars, one (1) cu. yd. of concrete in the catch basin and one (1) cast iron grate was installed.

It appears that the bill is in order and some $36. less than the estimate made by the Railroad Company.

Very truly yours,

J S Sawyer
J.S. Sawyer
Dist. Maint. Supt.

JSS:msf

Encl.

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

AUGUST 15, 1955

(File Ref. D 9004-32-15)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Wygant Park - Hood River Section,
Columbia River Highway

Herewith in quadruplicate is Railroad Bill No. 715887 dated August 9, 1955 in the amount of $1,188.95 covering costs incurred by the Railroad installing drainage facilities to accommodate highway drainage near the overcrossing at the west end of Hood River. This work was provided for in agreement dated September 23, 1954.

Please review the bill and if satisfactory place in line for payment.

Yours very truly,

E F Kidder

E. F. Kidder,
Division Engineer

enc.

RECEIVED
AUG 18 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1-54-100M

Form 130 A

State of Oregon
State Highway Commission
Salem, Oregon

BILL NO. 715887

MONTH'S ACCOUNT July 1955

J.F. DEPT. NO. 5479

DATE MADE AUG [illegible]

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

		FOR expense incurred to install corrugated galvanized iron pipe culvert under three (3) tracks and to construct a catch basin at M.P. 62.51, Hood River, Oregon during December 1954 for State of Oregon in accordance with Contract Audit No. 83599 dated September 23, 1954. Our Work Order S-3580 Final Billing			1188	95

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Expense incurred in connection with installing 18" x 66' corrugated GI pipe culvert under 3 tracks and a 2' x 2' concrete catch basin for the State of Oregon at Hood River, Oregon during the month of December 1954.

Contract Audit No. 83599 dated September 23, 1954
Our Work Order No. S-3580.

LABOR:

December 1954			
PR 710-1 B & B Gang 711			
Installing culvert			
12 hrs. @ 431.50 mo. (23 days)	$28.14		
12 hrs. @ 2.009 hr.	24.11		
12 hrs. @ 1.997 hr.	23.96		
48 hrs. @ 1.949 hr.	93.55		
32 hrs. @ 1.805 hr.	57.76		
PR 710-2 B & B Gang 711			
Installing culvert			
16 hrs. @ 431.50 mo. (23 days)	37.52		
16 hrs. @ 2.009 hr.	32.14		
16 hrs. @ 1.997 hr.	31.95		
64 hrs. @ 1.949 hr.	124.73		
48 hrs. @ 1.805 hr.	86.64		
PR Track Sec. #11			
Installing culvert			
16 hrs. @ 331.32 mo. (23 days)	28.80		
56 hrs. @ 1.565 hr.	87.64	$656.94	
10% Supervision on 656.94		65.69	
2% Paid holidays on 656.94		13.14	
4% Vacation allowance on 656.94		26.28	
6% RRR & UI Tax on 696.36		41.78	$803.83

MATERIAL USED:

December 1954			
F 502-1 #3636, R 1342			
1 Cast iron catch basin w/ frame @55.68 ea.	55.68		
66 ft. of corr. galv. 12 ga. culvert pipe @ 3.75 ft.	247.50		
2 Connecting bands @ 3.75 ea.	7.50		
1 Culvert marker @ 1.11 ea.	1.11		
February 1955			
F 502-1 #126 R-44			
1 cu. yd. of Ready-Mix cement @ 16.50 cyd	16.50	328.29	

MLS

STATE OF OREGON

Salem, Oregon July 31, 1955

To Union Pacific Railroad Company
Omaha 2, Nebraska, Dr.

Project Wygant Park-Hood River Sec.

Highway Comm. Agreement No. 383

Sub-Division No.

Ry. Company's Agreement No. Audit 76862

Estimate No. 4 Final

Period Covered Entire Job

Prefix & Acct. No. 14-1019

Item	Total Amount to Date	Previous Amount	Present Amount
Bill # 631929	20,957.06	20,957.06	-0-
See Form FA 2 attached			
Deduct Items 1, 2, 3, 4, 5, 6, 7 & 9	-2,363.19		-2,363.19
Bill 653239	19,120.45	19,120.45	-0-
See Form FA 2, deduct items			
10, 12, 13, 14 & 15	- 394.96		- 394.96
Bill 640830	197,468.55	197,468.55	
Bill 640830 Cancel - per letter 5-31-55	-197,468.55		-197,468.55
Bill 752503	176,258.43	-0-	176,258.43
Bill 641448	28,454.92	28,454.92	
Totals	241,532.71	266,000.98	-24,468.27
Retained No %	-0-	26,600.10	+ 26,600.10
Total Payments	241,532.71	239,400.88	2,131.83

Computed by

Checked by

Pay This Estimate $ 2,131.83

Approved Field Engr.

Approved:

Previous Voucher No.

Bridge Office Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

June 13, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to our letter of November 30, 1955 regarding Union Pacific's comments of exceptions on audit of railroad bills in connection with Oregon Project BFI-174 (14), we enclose a copy of revised bill and exceptions as concurred in by the railroad company.

Very truly yours,

C. G. POLK
District Engineer

By A. F. Bester
A. F. BESTER
Office Engineer

Encls.

RECEIVED
JUN 1 , 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

RECEIVED
JUN 13 1956
OREGON
STATE HIGHWAY COMMISSION

UNION CIFIC RAILROAD COM NY

FORM 260
11-55-25M

ACCOUNTING DEPARTMENT

R. M. SUTTON, VICE PRESIDENT AND GENERAL AUDITOR
E. M KERRIGAN, SENIOR ASSISTANT GENERAL AUDITOR
H. J. BEARSS, ASSISTANT GENERAL AUDITOR

E. R. MILLER, AUDITOR OF DISBURSEMENTS
L. V. PEART, AUDITOR OF GENERAL AND STATION ACCOUNTS
G. A. O'KEEFE, AUDITOR OF MISCELLANEOUS ACCOUNTS

L. C. CHAMBERLIN AUDITOR OF FREIGHT ACCOUNTS
H. B. JACOBSEN, AUDITOR OF PASSENGER ACCOUNTS
L. R. HILKER, AUDITOR OF EQUIPMENT SERVICE ACCOUNTS

OMAHA 2, NEBRASKA,

May 29, 1956
G 13-0

Mr. F. E. Andrews,
Division Engineer,
Department of Commerce,
Bureau of Public Roads,
P. O. Box 3900,
Portland 8, Oregon.

Copy: Mr. W. V. Buck,
Division Engineer,
Bureau of Public Roads,
Federal Office Bldg.,
Kansas City, Missouri.

Dear Sir:

This refers to your letter of November 16, 1955 relative to Mr. L. W. Richardson's audit of our Bills 631999, 640830, 641448 and 653239 vs. State of Oregon.

Bill Collectible No. 640830, amount $197,468.55, has been cancelled and copy of corrected bill No. 752503, amount $176,258.43, restating charges on basis of General Administrative Memorandum 299 (see pages 4 to 7 detail of exceptions) is attached. The 15% service loss on ties requested by Auditor Richardson was not allowed, as this is not considered in accordance with contract provision.

Exceptions detailed on sheets 1 to 4 of statement attached are in order.

Yours truly,

L. V. PEART

[illegible]

Mr. L. W. Richardson's Audit of Nov. 4, 1955 of our Bills Nos. 631999, 640830, 641448, and 653239 vs. State of Oregon in connection with Meno Line change, Agreement No. 76362 dated Nov. 8, 1951. Our Work Order 6808 OW.

1. Bill No. 631999:

Feb. 1952 - Install temporary telephone circuits near overpass. Materials, handling & Transportation			900.90	
Should be				
Material	829.38			
10% temporary service		82.94		
5% cost of Handling		41.47		
Freight		30.05	154.46	
Overcharge				$746.44

2. Feb. 1952 - Flagging MP 56¼ to MP 68

Labor	291.02	
3% Vacation Allowance	8.73	
6% RR Ret. & Unemp.	17.98	
4% Insurance	11.99	329.72

Should have been shown:
MP 58¼ to 58½
Watching and flagging for track protection

3. May 1952 - Attend Safety Meetings not chargeable - Overcharge	16.32

4. Page 4. Replace Signal Line wires with Aerial Cable

As charged - 502-1 #959 - Matl. Used					
800 ft. 2 Con'd #12 tu pr	ft	.05	40.00		
980 ft.16 Con'dr #14	ft.	.63	617.40		
290 ft. 2 " #14	ft.	.69	200.10		
Material Released					
Bill No. 641448					
Aug. 1952 - 502-1 #936					
936 ft. 16 Condr. #14	ft.	.41	383.76		
502-1 #214					
800 ft. 2 Condr #12 tw pr	ft.	.05	40.00		
290 ft. 2 " # 6 Solid	ft.	.29	84.10	507.86	
Should be -					
936 ft 16 Cond #14	ft.	.63	589.68		
290 ft 2 " # 6	ft.	.69	200.10		
			789.78		
Less 10% Loss in Service life			78.98	710.80	
800 ft. 2 Condr #12 tw pr	ft.	.05	40.00		
Less 6% Loss in Service life			2.40	37.60	
Overcharge					$240.54

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5. May 1952 - Sheet 5				
As charged:				
5% Cost of Handling material released Under Credit				13.62
6. June 1952 - Page 8				
As charged				
Temporary Line Change				
Material	85.27			
15% temporary use		12.79	12.79	
Should Be				
Line poles	40.44			
15% temporary use		6.07		
Other material	21.03			
10% temporary use		2.10		
500 ft. SH #14 JWP	20.74			
6% temporary use		1.23	9.40	
Overcharge				3.39
7. Bill No. 641488 - Page 27				
502-1 #327 - Material released				
500 ft. #14 tw pr SH ft.	.07	35.00		
Should be deleted				
Overcredit				35.00

Credit for this wire shown on Bill 631999 sheet No. 8 - Above under item #6

8. Page 7 June 1952 - Flagmen		523.45	
Page 13 July 1952 "		1325.80	1849.25

This covers roadway watchmen and flagmen service protection movement of our trains due to falling rocks in blasting area and is a proper charge against the state.

9. Pole Line		
Telegraph line placed on signal line in new location		
As charged:		
Installed		
96 Poles	2134.05	
Retired		
190 poles	1250.65	883.40
As Audited		
96 poles Installed	2134.05	

Credit at current value of new poles equal in length of the retired poles.

2 60'	at	22.50	45.00
4 50'	at	45.00	180.00
6 45'	at	26.25	157.50
1 40'			24.70

80 35' at 20.88		1670.40				
13 30' at 11.27		146.51				
84 Telegraph Line Poles		1029.00				
Less 15% Loss of Service Life		487.97	2765.14			
Credit due for poles retired			2134.05			
Less Credits allowed			1240.35	893.70		
Credits Allowed should be			1250.65	883.40		
						$883.40
Bill No. 653239						
10. As Audited:						
Page 3 - Lineman 3 hrs.	1.911			5.73		
3% Vacation Allowance				.17		
6% RR & Unempl. Ins.				.35	6.25	
Material					14.91	
					21.16	
11. Page 4 - Signalman 16 hrs.	1.983			31.73		
" OT 1 hr	2.99			2.99		
Vacation Allowance				.95		
RR & Unempl. Ins.				1.96		
Insurance 4%				1.35	38.98	
					60.14	
Chargeable to Contractor Overcharge						60.14
12. Page 2 - 502-1 #1538 Relocate Pole Line Temporary As Audited						
1250# Copperweld line wire #9 AWG				375.00		
16 Double Arming Bolts 5/8x18				3.52		
				378.52		
Less 10% Depreciation				37.85	340.67	
OverCharge						340.67
13. Pages 5 & 6 502-1 #1574 Construct Signal Line Charge As Audited:						
3 Precast concrete foundations	48"			176.82		
2 Cont. Ins. Jt. 133#				60.32		
2 " " " 131#				62.44		
2 Precast foundations	48"			117.88		
Page 25 Bill 641448 502-1 #215						
1 Precast foundation	36"			57.05		
4 Corner Peirs				36.84	511.35	

Less Credits for Matl.				
Page 26 502-1 #214				
5 Concrete foundations	38"	217.50		
1 do	36"	41.81		
4 Corner Peirs		27.60		
Less insulation 4 ft		15.08	301.99	
Overcharge claimed			209.36	
As Charged				
3 Precast foundations	48"	176.82		
2 Insulated joints 133#		60.32		
2 Insulated joints 131#		62.44		
2 Precast foundations	48"	117.88		
1 Precast foundation	36"	57.05		
4 Corner piers		36.84	511.35	
Material Released				
5 Precast foundations	48"	217.50		
1 Precast foundation	36"	41.81		
4 Corner Piers		27.60	286.91	
			224.44	
14. As Audited				
Pages 6 & 7 502- #1679 Installed		2777.77		
Pages 26&27 502 # 214 Released		1850.40		
Overcharge				927.37
15. Page 22 502-1 #2303 Teleg.				
1534# #9 BWG Copperweld Line wire	lb.	.30	460.20	
Page 23 502-1 (JE 1111)				
2030# #9 AWG Copper wire			324.80	
1512# Iron Line Wire #8 SH			75.60	
Page 22 - Material Released			860.60	
5456 # Iron wire		654.72		
1518 # Iron Wire		189.60		
1614 # Copper Wire #9		258.24		
1220 # Iron Wire Scrap		9.15	1111.71	
Overcredit				251.11

16. No Adjustment Necessary

17. Bill Collectible No. 640830

Amount of Original Bill	197468.55	
Amount as Audited to conform to GAM 299	163929.50	33539.05

Restated Bill to Conform
to GAM 299 and exceptions
taken by Audit

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As Audited	Revised Bill	Difference Increase	Decrease		
324.75	324.75				
87.90	87.90				
114.12	114.12				
30.25	30.25				
29503.52	29503.52				
352.75	352.75				
1006.61	1006.61				
160.55	160.55				
9.03	9.03				
525.37	525.37				
86.66	86.66				
9962.34	9815.83		146.51	Audit No. 20 2 Cars Crushed rock	
	12629.50	12629.50		Freight on ballast: Not included in Original bill due to understanding ballast was handled by Work Train from Barhart Quarry to job, but investigation disclosed that it was shipped to Hood River by Revenue train and picked up by work train from there	
3098.42	3098.42				
666.57	666.57				
39.33	39.33				
726.43	726.43				
2127.70	2127.70				
24153.85	24153.85				
415.12	415.12				
130.00	130.00				
785.31	785.31				
86.66	86.66				
71.12	71.12				
1789.02	1789.02				
1489.44	1489.44				
	1979.25	1979.25		Freight on ballast as above	
1595.33	1595.33				
14.00	14.00				
849.03	849.03				
167.49	168.17	.68		5% Handling figures 7.98 instead of 7.30	
1142.40	355.47		786.93	Audit No. 18	
155.25	50.40		104.85	Audit No. 18	
85252.20	83552.78		1699.42	Audit No. 19	
				Track spikes	
				25% loss in service	469.56
				Insulated joints	30.96
				Track Bolts	.30
				Spring Washers SH	.02
				Track Spikes	
				25% loss in service	.41

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25% loss in Service	107.07
Track Bolts	132.41
Washers	43.03
Insulated jts.	15.48
Track Bolts	669.49
spring washers	230.69

9998.11	9998.11			
134.30	133.09		1.21	Track spikes
				Loss in Service life
339.27	336.80		2.47	do
23.69	23.69			
264.70	264.70			
17.05	17.05			
41263.60	41177.20		86.40	Track bolts & washers
3554.40	3404.78		149.62	Audit No. 22
164.53	164.53			
36.40	36.40			
21.50	21.50			
396.66	396.66			
51.35	51.35			
6.19	6.19			
5.06	5.06			
220.10	220.10			
3663.04	3663.04			
231.98	231.98			
6956.61	6956.61			
115.62	115.28		.34)	Charged at 1.019 day
295.01	294.14		.87)	Should be 1.016
201.05	201.05	282.75		Freight on ballast
366.50	122.45		244.05	Audit No. 21
				Work train service
11.00	3.67		7.33	do
24.54	8.19		16.35	do
15.10	5.04		10.06	do
266.85	88.30		178.55	do
4.00	—		4.00	do
1656.76	1656.76			
60.34	60.34			
6.75	6.75			
927.03	927.03			
2072.40	2072.40			
102.40	102.40			
3280.93	3280.93			
359.81	358.76		1.05	As Audited -
				Regular time 306.96
				Should be 305.96
94.04	94.04			
42.28	42.28			
22.54	22.54			
270.65	270.65			
53.85	53.85			
66.39	66.39			
132.42	132.42			
1537.60	512.53		1025.07	Audit 23
	617.70	617.70		Freight on ballast

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83.13	83.13			
22.54	22.54			
3.00	3.00			
122.01	122.01			
83.13	83.13			
324.54	324.54			
2.00	2.00			
94.33	94.33			Audit 24:
				Item of 17.15 overlooked
	526.99	526.99		Freight on ballast
	582.81	582.81		Cost to Compile Bill
163931.00	176258.40	16619.68	4292.28	

As Audited to Conform to 299 163931.00

As Restated to Conform to 299 including exceptions 176258.43

Difference $12237.40

Total Overcharge $24247.43

Mlo

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

November 30, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached herewith audited railroad bills Nos., 631999, 640830, 641448,653239, and one copy each of railroad agreement, and contract for Wygant Park-Hood River Project BFI-174(14), contract No. 3605.

Two copies of Form FA-2 are also attached, showing exceptions taken by the Bureau Auditor in Kansas City. Our Division Office has requested the Railroad Company's concurrance or comments of the exceptions, a copy of which, will be sent to you upon receipt.

Very truly yours,

C G Polk
C. G. Polk
District Engineer

[illegible]
NOV [illegible] 1955
[illegible]

Form FA-2

SUBMIT IN QUADRUPLICATE

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
FINANCE AND MANAGEMENT

STATEMENT OF ITEMS FOR ADMINISTRATIVE REVIEW

Field audit has been made of Final (First, second, etc.) PR-20 Voucher on Oregon Project No. BFI - 174(14) for the period from ______ to ______, submitted for $______

and the Division Engineer's recommendations are requested on the following items:

Item	Description, Etc.		Amount
	UNION PACIFIC RAILROAD COMPANY BILL NO. 631999:		
1	February 1952 - Install temporary telephone circuits near overpass for State Highway-Materials, Handling & Transportation		$900.90
	It appears that the labor in connection with this work was billed to G. F. Atkinson, the State's contractor. The files indicate that this work was done in connection with a private roadway as provided for in the agreement, dated June 2, 1952. The cost of these private roadways was to the expense of the contractor.		
2	Flagging MP 56¼ to MR 68 Feb. 1952	$291.02	
	Vacation allowance 3%	8.73	
	RR & UE 6% on 299.75	17.98	
	Insurance 4%	11.99	329.72
	The railroad was unable to locate records supporting this charge at the time of the audit.		
3	May 1952, Page 3 Lineman-Attending Safety Meeting 5 hrs. at $1.891	$9.46	
	Page 4 Groundmen-Attending Safety Meeting 3 hrs. at $1.651	4.95	
	Vacation allowance 3% of $14.41	.43	
	RR & UE 6% of $14.85	.89	
	Insurance 4%	.59	16.32
	This expense is considered ineligible for Federal participation.		

I recommend DEDUCTIONS from the voucher of items Nos. ______

I recommend SUSPENSION from the voucher, pending further investigation and report of items Nos. ______

I recommend PAYMENT to the State of items Nos. ______

______
Division Engineer.

LWRichardson
L. W. Richardson, Division Field Auditor.

Kansas City, Mo.
(Place)

November 4, 1955
(Date)

MIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/Docket No. BFI - 174(14) Sheet 2
GPO 8—12484

Item	Description, etc.	Amount

4 Page 4 - Replace Signal Line Wire with Aerial Cable. The materials used in this temporary work and which were subsequently recovered have been credited together with materials replaced and retired, and cannot be identified as temporary materials from the records. The following credits in Bill 641488 for some temporary materials recovered are not in accordance with Section 10-h of PPM 30-3. As Billed:

Page 12 - 936'-16 Cond.#14 AWG Aerial Cable	.41	$383.76		
Page 26 - 800'-2 Cond.#12 TPW SH	.05	40.00		
Page 27 - 290-2 Cond.#6 SS Aerial Cable	.29	84.10	$507.86	
Should be:				
936' 16 Conc-#14 AWG Aerial Cable	.63	$589.68		
290' 2 " #6 SS Aerial Cable	.69	200.10		
		$789.78		
Less 10% Depreciation		78.98		
		$710.80		
800 2 Cond. #12 TPW at	.05	40.00		
Less 6% Depreciation		2.40		
		37.60	$748.40	$240.54

5 The bill improperly reflects 5% cost of handling on materials released by temporary materials referred to above.
See Section 10-f of PPM 30-3 — 13.62

6 Page 8. The bill lists materials aggregating $85.27 used in temporary signal line change and makes a charge of $12.79 representing 15% of the cost for temporary use. This is not in accordance with Section 10-C-(1)(f) of PPM 30-3.

AS AUDITED:

1 Class 3 FTF line pole 35'	$17.36	
1 " 3 " " " 30'	14.54	
Treating costs	8.54	
	$40.44	
15% Depreciation		$6.07
150' SM Galv. Steel Strand	4.50	
4 Porcelian Strain Insulators	1.00	
16 3 bolt guy clamps	10.40	
3 Anchor rods	5.13	
	$21.03	
10% Depreciation		2.10
500' SH #14 TWP	20.74	

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U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

Oregon Project/~~Docket~~ No. BFI - 174(14) Sheet 3

G P O 8—12424

Item	Description, etc.				Amount
	6% Depreciation			$1.23	
	Depreciation Claimed			$9.40	
				12.79	$3.39
7	The 500' TWP is credited on Page 27 of Bill No. 641488 at 7¢ per foot. This appears to be in error.				35.00 cr.
8	Page 7 June 1952 Roadway Flagman MP 56.5			$523.45	
	Page 13 July 1952 " " "			1325.80	$1,849.25

The July costs originally were billed to the State's contractor and were subsequently billed to the State in accordance with advice from the Division Superintendent. The costs were incurred due to the rock protection fence being demolished by the State's contractor. These items should be investigated to determine the properiety of participation in the cost with Federal funds.

9 The signal lines and the telegraph lines were placed on one pole line as reconstructed. The purpose of this item is to adjust the cost of poles used and credited in accordance with 10-d-(3)(a) of PPM 30-3. There is enclosed Schedule "A" listing poles used and poles retired and credited in the bills

Item	Description, etc.				Amount
	96 Poles installed			$2,134.05	
	Poles retired				
	2-60' at $22.50	$45.00			
	4-50' at 45.00	180.00			
	6-45' at 26.25	157.50			
	1-40' at	24.70			
	80 - 35' at 20.88	1670.40			
	13 - 30 at 11.27	146.51			
	84 Telegraph Line Poles	1029.00	3253.11		
	Less 15% Loss of Service Life		487.97	2765.14	
	Credit due for poles retired			2134.05	
	Less credits allowed			1240.35	$893.70
10	UNION PACIFIC R.R.CO. BILL NO. 653239:				
	Page 3 - Lineman 3 hrs. at 1.911		5.73		
	3% vacation allowance		.17		
	6% RR & Unemp.Ins.		.35	6.25	
	Material			14.91	[illegible]1.16

The records indicate that the above costs were incurred in repairing line on Aug. 4 and 15 damaged by contractor. The records also indicate that the last 4 items of material amounting to $9.54 have been billed against the State's contractor.

MIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

OREGON

Project/~~Docket~~ No. BFI - 174(14) Sheet 4

GPO 8—13434

Item	Description, etc.		Amount
11	Page 4 - Signalman 16 hrs. 1.983	$31.73	
	O.T. 1 hr.	2.99	
	Vacation allowance 3% of 31.73	.95	
	RR & Unemp. Ins. 6% of 32.68	1.96	
	Insurance 4%	1.35	$39.03 OK as billed
	Records indicate that the above costs were incurred repairing damage by contractor.		
12	Page Form 502-1 #1538 - Relocate Pole Line Temporary		
	1250# copperweld line wire #9 AWG at 30¢	$375.00	
	16 Double Arming Bolts 5/8x18 ea. 22¢	3.52	
		$378.52	
	Less 10% Depreciation	37.85	350.67
	A letter to E. R. Miller, dated August 21, 1953 signed by G. R. Van Eaton, a copy of which is enclosed as Exhibit "B", states that the above should be credited at 90% of the original cost.		
13	Pages 5 & 6 - Form 502-1 #1574 Construct Signal Line Change.		
	3 Precast concrete foundations 48" bbl. $58.94 ea.	$176.82	
	2 Cont. Ins. jts. for 133# rail 30.16 ea.	60.32	
	2 " " " " 131# " 31.22 ea.	62.44	
	2 Precast concrete foundations 48" bbl. 58.94 ea.	117.88	
	Union Pacific Bill No. 641448		
	Page 25 Form 502-1 #215 - Signal Lines		
	1 Precast concrete foundation 36" bbl.	$57.05	
	4 Precast concrete corner piers $9.21 ea.	36.84	
		$511.15	
	Less credits for materials recovered		
	Page 26 Form 502-1 #214		
	5 Precast concrete foundation 38" bbl. 43.50	$217.50	
	1 " " " 36" "	41.81	
	4 " " corner piers 6.90	27.60	
		$286.91	
		$224.24	
	Less insulation for 4 insulated joints at $3.87 ea.	15.08	209.16
	Section 10-d-(8) of PPM 30-3 provides that no credit will be required for concrete foundations and that the costs of salvaging such materials which have been retired and removed will not be reimbursable. These foundations were precast and since they have been recovered and it is not possible to separate the costs of removing them from the other costs incurred, it is believed that the new foundations should be considered as replacements and credits allowed at current		

MIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

OREGON Project/Docket No. BFI - 174(14) Sheet 5
G P O 8—12484

Item *Description, etc.* *Amount*

costs new for the foundations retired. The records indicate that the insulated joints replaced existing insulated joints. Credit should be allowed for the joints retired less cost of new insulation.

14 Pages 6 & 7 Form 502-1# 1679 Signal Material - Construct Line Change.

2 SH"P-5" 3 Unit Signal Heads	$199.50	$399.00	
2 SH 5" Pipe Post 15'8" long, etc.	125.40	250.80	
1 SH 1 Unit Search Light ground signal		417.85	
1 SH 2 " " " " "		704.75	
1 SH 1 " High Dwarf search light signal		375.15	
2 SH H-2 searchlight heads complete	249.40	498.80	
1 SH Pole box type 1236-55		12.25	
3 N " " " 1236-100	31.19	93.57	
Pages 24 & 25 Form 502-1215			
1 SH Pole Box type 1236-100		25.60	
		$2777.77	
Pages 26 & 27 Form 502-1#214 Material Released			
2 Pole Box type 1236-55	$27.50	55.00	
1 2 Unit Search light ground signal		469.00	
1 1 " High Dwarf SL signal	[illegible]	250.00	
2 "P-5" 3 Unit Signal Heads	130.00	260.00	
2 5" Pipe Post 15'8" long	32.00	64.00	
1 1 Unit S.L. ground signal		278.00	
2 H-2 SL heads complete	186.00	372.00	
4 Pole Box type 1236-100	25.60	102.40	
		$1850.40	$927.37

The materials in question were reused on the new location with the exception of 3 pole boxes type 1236-100 which were replaced and 1 pole box type 1236-55 which was retired and not replaced. There should have been no charges for the materials used with the exception of the new pole boxes. Credit should have been allowed for those retired at current cost new. Credit should have not been allowed for the pole box retired and not replaced. The above has the effect of making the necessary adjustments.

15 Page 22 Form 502-1#2303 Telephone &Telegraph Dept.

1534# #9 BWG Copperweld Line Wire at 30¢	$460.20
Page 23 Form 502-1 (TE 1111)	
2030# Copper Wire #9 AWG SH at 16¢	324.80
1512# Iron Line Wire #8 SH at 5¢	75.60
	$860.60

MIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

OREGON Project/Docket No. BFI - 174(14) Sheet 6

G P O 8—13484

Item *Description, etc.* *Amount*

Page 22 Materials released

5456# Iron Wire at 12¢	$654.72	
1580# Iron Wire at 12¢	189.60	
1614# Copper Wire #9 at 16¢	258.24	
1220 # Iron Wire Scrap	9.15	
	$1111.71	$251.11 cr.

These charges and credits are set up in accordance with Mr. G. R. Van Eaton's letter of August 21, 1953 referred to in Item 12 above. Since the cost of materials credited exceed the costs of those charged to the project, the above adjustment is considered to be in order.

16 The charges for pole line fittings used in temporary and permanent work such as cross-arms, braces, bolts, insulators, messenger cable guy rods, and other items are approximately $1330, and the credits $1390. The charges for line wire exclusive of that used on the telegraph line are approximately $435 and the credits $500. The underground cable used in connection with signal installation was not recovered. It is assumed the materials used for this feature were replacements of the cable, etc. which it was considered uneconomical to recover. No attempt is being made to further adjust the materials used and those retired and replaced of these features of the work.

UNION PACIFIC BILL NO. 640830:

17 This bill has not been prepared in accordance with GAM 299. The railroad has interpreted Section 3(h) of the State-Railroad agreement to permit them to follow their customary billing practices to individuals and companies for the costs of relocating their tracks. Since Federal participation will be limited to the costs authorized on GAM 299 or PPM 30-3, the bill has been restated to eliminate overhead charges, adjust equipment rental charges, transportation charges, etc. in accordance with 299. This restated bill was prepared prior to the issuance of PPM 30-3. Vacation has been limited to that earned on basic wages. It will not be attempted to adjust that feature. There are other features of the billing such as salvage credits that were not corrected by the revised bill that will be covered in subsequent items of this memorandum.

Amount of original bill	$197,468.35	
" of restated bill	163,929.50	$33,539.05

MIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

OREGON Project/~~Docket~~ No. BFI - 174(14) Sheet 7

G P O 8—13494

Item	Description, etc.		Amount
18	2000 ctns Plastic Joint Packing at 52¢	$1040.00	
	Transportation	155.25	
	Handling	52.00	
		$1247.25	
	AS AUDITED:		
	Main line 477 jts		
	Passing Track 82 "		
	Approach 910+18.7 2 "		
	" 1002+31.7 9 "		
	Total 570 jts. at 0.52	$296.40	
	Transportation 5130# Omaha to Memo 1725 mi. - 4425 TM at 1¢	44.25	
	Handling 5% of 296.40	14.82	
		$355.47	$891.78
19	The credits allowed for materials released are not in accordance with Section 10-d of PPM 30-3. The following adjustment is proposed to adjust this feature.		
	New Main Track		
	4951 7x9x8 Trtd Cross Ties at $3.85 ea.	$19,057.47	
	Less 15% loss of service life	2,858.62	$16,198.85
	9902 HD-DS 133# Tie Plates 219626# at $4.66267		10,240.46
	31099# 5/8x6½ track spikes at $6.0395	1,878.23	
	Less 25%	469.56	1,408.67
	18044.3 L.H. 133# rail 802,368# NT $76.7484		30,790.23
	942 133# Joint Bars 57462# 5.2515		3,017.63
	5800 133# Rail Anchors 15950 32.50		1,885.00
	72.5 L.F. 133.4 Stock Rail 3224# NT 110.75		178.53
	8 PR Insulated Jts. at 29.94	$239.52	
	Less 8 sets insulation at $3.87	29.96	209.56
	2 PR. Compr. Jts 440#	3.70	16.28
	76 LF SH 130.8# Class 2 Rail 3314# NT 50.00		82.85
	21 SH 7x9x8 Trtd Cross Ties $1.75	$36.75	
	Less 15% Loss of Service Life	5.51	31.24
	4 Prs 131# Jt. Bars SH 154#	3.70	5.70
	42 131# Tie Plates SH 932#	3.20	29.82
	16 Rail Anchors SH ea.	.22	3.52
	110# Track Spikes at 1.50	1.65	
	Less 25%	.41	1.24
	Scrap Washers and Bolts 4928#	1.50	73.92
			$64,173.50
	Less credit allowed in bill		35,222.06
			$28,951.44
	PASSING TRACK		
	5413 FBM 7x9 Trtd SW ties	$476.18	
	Less 15% Loss of Service Life	71.43	404.75
	1 133# switch 24'		863.40
	1 133# Frog #14		[illegible]
	1 133# Mang Gr. Rail High		107.82

RECEIVED NOV 14 1955 DIVISION

SMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

OREGON Project/Docket No. BFI - 174(14) Sheet 8

Item / Description, etc.			Amount	
1 133# Mang Gr. Rail Low				
1 High SW s.and			$112.15	
1 Conn. Rod			56.50	
2 Pr. Ins. Jts.	$29.98	$59.96	5.28	
2 " " "	20.42	40.84		
		$100.80		
Less 4 sets insulation	3.87	15.48		
4 Joint Bars 244#		5.25	85.32	
281.1 L.F. 133.4# Rail 12.500#		76.782	12.81	
70 133# Tie Plates 1553#		4.736	479.89	
7090# Track Spikes $6.0404		428.27	73.56	
Less 25%		107.07		
5.5 L.F. 133.4# Ord.Stock 245#		110.75	321.20	
936 7x9x8 Trtd Cross ties 3.85 ea.		3604.00	13.57	
Less 15% Loss of Service		540.60		
1836 S.H. 131# Tie Plates 39018#		3.20	3063.40	
3278.7 L.F. 130.8# Rail SH 142951#		50.00	1248.58	
164 131# Jt. Bars SH 10004#		3.70	3573.78	
4 131# Abrasion Plates SH 50#		3.60	370.15	
1250 Rail Anchors SH		.23	1.80	
1 Retarder			287.50	
12 133# Abrasion Plates 152#		4.44	66.18	
2 Pr. 131-133 Comp. Jts.		20.57	6.75	
Scrap Bolts and Washers 1029#		1.50	41.14	
			15.43	
Less credit allowed in bill			$11,933.84	
			6,041.54	
Approach E S 910+18.7			$5,892.30	
50.8 L.F. 133.4 Rail 2259#		$76.69	86.62	
80# Track Spikes	6.05	4.84		
Less 25%		1.21	3.63	
2 Pr. Comp. Jts. SH 480#		3.70	17.76	
30 133# Tie plates SH 665#		3.20	21.28	
30# Track Bolts		9.59	2.88	
12 Spring Washers			.92	
Less credit allowed in bill			133.09	
			79.39	
Approach E S 1002+31.7			53.70	
97.8 L.F. 130.8# Rails SH 4264#	$50.00		106.60	
78.4 " 110.4# " SH 2885#	50.00		72.13	
56.4 " 90# " SH 1692#	50.00		42.30	
6 Pr. Compr. Jts			66.08	
163# Track Spikes at $6.05		$9.86		
Less 25%		2.47	[illegible]	
58 Tie Plates 850#		3.20	27.20	
6 Jt. Bars 366#		3.70	13.54	
104# Track Bolts 5#		1.50	1.56	
Less credit allowed			$336.80	
			185.31	
			151.49	$35,048.93

Form FA-2-a

SUBMIT IN QUADRUPLICATE

U. S. BUREAU OF PUBLIC ROADS
DIVISION OF CONTROL

OREGON Project/Docket No. BFI - 174(14) Sheet 9

Item	Description, etc.	Amount
	The existing main line rail was 131#. 133# Steel was used in the relocated main line and heavier steel was also used in the passing tracks and the approaches. Since the heavier steel constituted a betterment, salvage should credited accordingly. The new main was 9104.5 track feet compared with 9174.5 in the old. There was no requirement for additional material. The records indicate the track spikes were recovered in useable condition and credit has been taken at 75% of the value of the new spikes used. Since most of the track bolts have been shown as scrap, the compromise joints used were necessitated by the use of the heavier rail.	
20	Page 6 - 2 Cars Crushed Rock $73.2525 Records indicate that 2 cars of the 9 cars charged were dumped on the old main line on August 26.	$146.51
21	Page 6 - 8/26 Unload 2 cars crushed rock on old main line. Page 14 9/15 Unload company material and oil sand. Page 23 10/16,29,30 Dump ballast and handle crane. Records show ballast dumped at Lindsay. No ballast dumped on this project during October. Page 27 12/23,25,27 Dump ballast. Records show ballast dumped Albina to Troutdale. Dec. 23rd. No work 12/25 and 12/27 Page 34 6/29/53 Hauling Rip Rap Records show hauling rip rap and handling outfits and shovel Cascade Locks & Wyeth to Hood River. In view of the above apparent discrepancies, it is believed the railroad should be requested to furnish complete records on work train service showing actual time and mileage chargeable to project, work performed, etc.	
22	Page 21 - PR713-1 Extra gang 747 Oct.8,9,&10 $131.46 Vacation allowance 3% 3.94 RR & UE Taxes 6½% of 135.40 8.80 Insurance 4% 5.42 Records show this gang as assisting Extra Gang 750 which was not on this project.	$149.62
23	Page 34. Cost of Rip Rap Claimed 33 cars Reported 11 cars unloaded 6/29/53 22 cars at $46.594 per car	$1,025.07
24	Page 35 - Morrison-Knudson Co. - Records show $77.18 instead of $94.33 properly chargeable.	$17.15

BEA PUBLIC ROADS - Divisi

Project Oregon FI 174(14)
Schedule "A"

Summary of Line Poles Installed

Ref.	No.	Description	Unit Cost	Total
		60'		
(1)	2	Second hand Butt Treated Cedar	$22.50	$45.00
		(Ave. Cost-$22.50)		
		55'		
(4)	2	Full Trtd. Fir	$41.51	$83.02
		(Ave. Cost-$41.51)		
		50'		
(6)	2	Full Trtd. Fir	$45.00	$90.00
		(Ave. Cost-$45.00)		
		45'		
(1)	2	Full Trtd. Fir	$24.88	$49.76
(2)	4	" " "		99.52
(3)	2	" " "	17.19	34.38
(3)	3	" " "	39.75	119.25
(4)	2	" " "	19.14	38.28
	13	(Ave. Cost-$26.25)		$341.19
		40'		
(1)	2	Second hand Butt Treated Cedar	$15.00	$30.00
(3)	1	Full Trtd. Fir		15.24
(3)	5	" " "	29.51	147.55
(6)	1	" " "		29.51
	9	(Ave. Cost-$24.70)		$222.30
		35'		
(1)	1	Full Trtd. Fir		$17.36
(2)	4	" " "	$17.18	68.72
(3)	13	" " "	13.33	173.29
(3)	4	" " "	23.90	95.60
(4)	2	" " "	17.18	34.34
(5)	20	" " "	23.90	478.00
(6)	17	" " "		406.30
	61	(Ave. Cost-$20.88)		$1,273.61
		30'		
(1)	6	Second hand Butt Treated Cedar	$11.25	$67.50
(3)	1	Full Trdt. Fir		11.43
	7	(Ave. Cost-$11.27)		$78.93

TOTALS - 96 poles - $2,134.05

Summary of Line Poles Retired

Ref.	No.	Description	Unit Cost	Total
		60'		
(11)	2	Class 3	$ 6.00	$12.00
		50'		
(11)	4	Class 3	$ 5.50	$22.00
		45'		
(11)	2	Class 3	$ 5.00	$10.00
(12)	4	" "		20.00
	6			$30.00
		40'		
(11)	1	Class 3		$ 3.50
		35'		
(7)	11	Class 3	$ 3.00	$33.00
(7)	2	" "	21.00	42.00
(8)	7	" "	3.00	21.00
(12)	60	" "	3.00	180.00
	80			$276.00
		30'		
(10)	13	Class 3	$ 2.50	$32.50
		No Length Shown		
(9)	84	Class 3	$12.25	$1,029.00
		Less 15% Loss of Service Life		154.35
				$874.65

TOTALS - 190 poles - $1,240.35

-- Reference --

(1)	Bill	631,999	Page	13
(2)	"	653,239	"	6
(3)	"	641,448	"	7
(4)			"	8
(5)			"	22
(6)			"	25
(7)			"	12
(8)			"	13
(9)			"	22
(10)			"	26
(11)			"	27
(12)			"	28

Project Oregon FI 174(14)
Schedule "B"

W. A. G.
Aug 24 1953

Omaha - August 21, 1953

W-4638

Mr. F. R. Miller - Omaha

The following is progressive adjustment of Work Order 6808-OW covering rearrangement of telegraph line between M.P. 56.5 and M.P. 58.5 for the State of Oregon near Nemo, Oregon.

Various adjustments and charges to Work Order 6808-OW shown below are based on work progressed between M.P. 56.5 and M.P. 58.5 or a distance of two miles.

The following copperweld wire drawn from Telegraph Department maintenance stock should be charged to Work Order 6808-OW, Accounts Recollectible State of Oregon and credited to HOE Account 2470:

619 lbs Copperweld wire #9 @.30 lb	Debit $185.70

Note that the above 619 lbs plus 915 lbs of Coperweld wire shown on Telegraph Department Form 502-1 No. 10 equals 1534 lbs of Copperweld wire, or 8 miles of wire which replaced two #4 BWG and two #6 BWG iron wires. Following is detail of credit for iron wire removed chargeable to Work Order 6808-OW, Accounts Recollectible State of Oregon:

2 Wires #4 BWG Iron 2(790 lbs X 2)	3160 lbs	
2 wires #6 BWG Iron 2(574 lbs X 2)	2296 lbs	
Total	5456 lbs	
5456 lbs x .12 lb iron wire		Cr. $654.72

Another betterment: One #4 BWG Iron wire was replaced with one #9 AWG wire. You will note that Telegraph Department Form 502-1 No. 11 reports 2030 lbs of wire copper line #9 BWG (should be AWG). Of this amount, 416 lbs represent a betterment, offsetting credit to Work Order 6808-OW, Accounts Recollectible State of Oregon, as follows:

1 Wire #4 BWG Iron (790 lbs X 2)	1580 lbs	
1580 lbs @ .12 lb iron wire		Cr. $189.60

The balance of the #9 AWG copper wire referred to above in amount of 1614 lbs replaced existing copper circuits and was recovered in condition suited for reuse. Salvage copper wire is as follows, which is priced at second hand account State of Oregon charged with second hand wire and creditable to Work Order 6808-OW, accounts recollectible, State of Oregon:

1614 lbs wire copper line #9 AWG .16 lb	Cr. $258.24

In the reconstruction of the line in the area involved, two #9 Iron wires were retired and not replaced and recovered in condition unsuited for reuse. Credit to Work Order 6808-OW, Accounts Recollectible, State of Oregon, at current value of scrap iron is as follows:

2 Wires #9 BWG 2(305 lbs X 2)	1220 lbs	
1220 lbs x .0075 lb		Cr. $ 9.15

Work Order 6808-OW includes charges for retirement of telegraph poles account communication line placed on joint Signal-Telegraph line on the opposite side of the track. Following is pole credit:

84 poles WCT Class 4 @ $12.25 ea	$1029.00	
Total	$1029.00	
Less 15% Service Life	154.35	
	874.65	Cr. $874.65

The same problem concerning pole credits discussed in financial close out for Work Order S-3074 relates also to Work Order 6808. Under both work orders, the telegraph line was shifted to the opposite side of the track on a joint signal - telegraph line. The poles were installed by the Signal Department, costs of which were distributed to railroad accounts, possibly to Work Order 6252-OW. However, consistent with terms of Administrative Order No. 299, the State of Oregon, in our opinion, should be allowed pole line credit of $874.65. Whether an offsetting portion of the joint signal-telegraph line labor and material can be billed the State should be determined by Mr. Kimmell.

With regard to salvage material, please observe the following which should be credited to the State of Oregon, Work Order 6808:

(1) Materials shown Form 4807, August, 1952, Form 502-1 #1538, R1574 - these items were used in temporary plant, and State should be credited with 90% of their value as shown on Form 502-1;

(2) Materials shown Form 4807, September, 1952, TE-811 - G. R. Van Eaton's letter September 25, 1952 - temporary plant - All items shown on Telegraph Department Form 502-1 Nos. 4, 5 and 6, with exception of poles, should be credited 90% of their value as shown on Forms 502-1. Poles should be credited to State at 85% of their value as shown on Form 502-1.

The above rates of depreciation of materials recovered from temporary use are in accordance with Administrative Order 299, Section D, Paragraphs 2 and 9.

According to conversation with your office, I understand that under Work Order 6808-CW, A&B charges will be capitalized under donations per Bulletin 24 and Operating Expense charges will be distributed and charged according to Administrative Order No. 299. If such a procedure is followed, the following analysis of labor and materials will assist you in setting up bill against the State:

(1) All labor and personal expense should be considered operating expense;

(2) 1534 lbs of Copperweld wire #9 should be considered A&B - Account 26;

(3) 416 lbs of wire copper line #9 AWG should be considered A&B - Account 26, and 1614 lbs of the same item, Operation Expense;

(4) All other material items, including those used in the temporary plant, should be considered Operating Expense - Also salvage materials as credits to operating expense.

This letter is a progressive adjustment to Work Order 6808-CW. Check has yet to be made of miscellaneous materials used and salvaged in the permanent line.

C. E. Van Eaton

Re Statement of
Union Pacific Railroad Co. Bill No. 640830
to conform with GAM 299

Amount of original Bill - $197,468.55
Amount of Bill as restated - $163,929.50

- - - - -

August 1952 - Payroll 701 - Supt. Oregon	$285.33	
Vacation Allowance 3%	8.56	
RR & UE Taxes 6½% on $293.89	19.10	
W.C., P.L.& P.D. Ins. 4%	11.76	$324.75
Personal Expenses		87.90
September 1952 - Payroll 701	$100.27	
Vacation Allowance 3%	3.01	
RR & UE Taxes 6½% on $103.28	6.71	
W.C., P.L. & P.D. Ins. 4%	4.13	$114.12
Personal Expenses		30.25
August 1952 -		
Total Labor: Regular Time	$25,128.42	
Overtime	817.75	
Vacation Allowance 3% of $25,128.42	753.85	
RR & UE Taxes 6½% of $26,700.02	1,735.50	
W.C., P.L. & P.D. Ins. 4%	1,068.00	$29,503.52
Gang 746 - Boarding Outfit - Rprs. & Depr. 14 cars - 31 days - 434 car days @ $1.016 - $440.94 80% of $440.94		$352.75
Gang 750 - Boarding Outfit - Rprs. & Depr. 34 cars - 31 days - 1,054 car days @ $1.016 - $1,070.86 94% of $1,070.86		$1,006.61
Truck Rental		
Extra Gang 746 - Truck MW 69 (960 mi. @ 5¢)	$ 48.00	
Extra Gang 750 - Trucks MW 70 & 71(2251 mi. @ 5¢)	112.55	$160.55
Power Jack 2 days Power Saw 1 day - Reprs. & Depr. 3 days @ $3.01		$9.03
Gang 0287 - Regular Time	$432.72	
Overtime	29.75	
Vacation Allowance 3% of $432.72	12.98	
RR & UE Taxes 6½% of $475.45	30.90	
W.C., P.L. & P.D. Ins. 4%	19.02	$525.37
Crane 0287 - Repairs & Depreciation 14 days @ $6.19		$86.66

Re Statement of
Union Pacific Railroad Co. Bill No. 640830

Crushed Rock - 136 cars - 6800 C.Y. @ $73.2525 car		$9,962.34
Work Train Service - Trainmen & Engineers:		
Regular Time	$ 1,383.60	
Overtime	1,378.90	
Vacation Allowance 3% of $1,383.60	41.51	
RR & UE Taxes 6½% of $2,804.01	182.26	
W.C., P.L. & P.D. Ins. 4%	112.15	$3,098.42
Telegrapher - Clerk: Regular Time	$ 374.20	
Overtime	217.80	
Vacation Allowance 3% of $374.20	11.23	
RR & UE Taxes 6½% of $603.23	39.21	
Insurance 4%	24.13	$ 666.57
Personal Expenses		39.33
Signal Payroll - Gang 787	$ 638.25	
Vacation Allowance 3%	19.15	
RR & UE Taxes 6½% of $657.40	42.73	
Insurance 4% of $657.40	26.30	$ 726.43
Engines 2111 & 2209		
Operation 1933 mi. @ $1.034	$ 1,998.72	
Depreciation 20 days @ $5.76	115.20	
Transportation on fuel - St. Johns to Meno - 66 mi. - 41,595# 1,378 TM @ 1¢	13.78	$2,127.70
September 1952 -		
Total Labor: Regular Time	$18,166.06	
Overtime	3,147.65	
Vacation Allowance 3% of $18,166.06	544.98	
RR & UE Taxes 6½% of $21,858.69	1,420.81	
Insurance 4%	874.35	$24,153.85
Gang 746 - Boarding Outfit 17 cars - 448 days @ $1.016 - $455.17 91.2% of $455.17		$ 415.12
Gang 747 - Boarding Outfit 28 cars - 732 days @ $1.016 - $743.71 17.48% of $743.71		$ 130.00
Gang 750 - Boarding Outfit 35 cars - 944 days @ $1.016 - $959.10 81.88% of $959.10		$ 785.31

Loco Crane 0287 Repairs & Depreciation 14 days @ $6.19		$ 86.66
Outfit Cars - Repairs & Depreciation 5 cars - 14 days (70 days @ $1.016)		$ 71.12
Morrison Knudsen Co., Rental of Tractor with Tie Picker & Loader - Vou. 236899	$ 712.60	
246975	1,076.42	$1,789.02
Crushed Rock - 21 cars at $70.9256		$1,489.44
Work Train Service Trainmen & Enginemen	$ 1,373.97	
Telegrapher - Clerk: Regular Time	$ 14.52	
Overtime	13.60	
Vacation Allowance 3% of $1,388.49	41.65	
RR & UE Taxes 6½% of $1,443.74	93.84	
Insurance 4%	57.75	$1,595.33
Personal Expenses		14.00
Engines 2111 & 7864 Operation 738 mi. @ $1.034	$ 763.09	
Depreciation 12 days @ $5.76	69.12	
Transportation on Fuel Oil, St. Johns, Ore. to Meno - 66 mi. - 50,972# 1,682 TM @ 1¢	16.82	$ 849.03
Materials 550 Tigerweld Bonds	$ 159.50	
5% Handling -	7.30	
Transportation Denver to Meno 1,085 mi.- 127# - 69 TM @ 1¢	.69	$ 167.49
2000 ctns. Plastic Joint Packing	$ 1,040.00	
400 Ballast Stakes	48.00	
5% Handling	54.40	$1,142.40
Transportation Joint Packing Omaha to Meno - 1,725 mi. 18,000# - 15,525 TM @ 1¢		$ 155.25
Materials - Construct New Main Track & New Passing Track -	$81,192.57	
Handling Charges 5% -	4,059.63	$85,252.20

Re Statement of
Union Pacific Railroad Co. Bill No. 640830

Transportation		
Untreated Ties - Cascade, Idaho to The Dalles 500 mi., 853,615# - 213,403 TM @ 1¢	$ 2,134.03	
Treated Ties - The Dalles to Meno 25 mi., 894,824# - 11,185 TM @ 1¢	111.85	
Switch Ties - McCall, Idaho to The Dalles 534 mi., 17,105# - 4,567 TM @ 1¢	45.67	
Treated S.T. - The Dalles to Meno 25 mi., 19,649# - 246 TM @ 1¢	2.46	
Rail & Rail Fittings - Denver to Meno 1,312 mi., 1,174,406# - 770,410 TM @ 1¢	7,704.10	$9,998.11
Relay Steel in approach to M.L. - E.S. 910/18.7	$ 134.30	
" " " " " P.T. - " 1002/31.7	339.27	
Handling Charges 5% of $473.57	23.69	$ 497.26
Transportation Rail & Fittings, Denver to Meno - 1,312 mi., 2,599# - 1,705 TM @ 1¢		$ 17.05
Credit for Materials released approach track	$ 79.39	
" " " " " "	185.31	$ 264.70 cr.
Credit for Materials released Passing & M.L. Tracks		$41,263.60 cr.
October 1952 -		
Salaries & Wages: Regular Time	$ 3,070.40	
Overtime	54.14	
Vacation Allowance 3% of $3,070.40	92.11	
RR & UE Taxes 6½% of $3,216.65	209.08	
Insurance 4%	128.67	$3,554.40
Gang 746 - Boarding Outfit 15 cars - 419 days @ $1.016 - $425.70 38.65% of $425.70		$ 164.53
Gang 750 - Boarding Outfit 23 cars - 878 days @ $1.016 - $890.05 4.08% of $890.05		$ 36.40

Truck Rental		
Extra Gang 746 - Truck MW 69 1½-Ton		
406 mi. @ 5¢	$ 20.30	
Extra Gang 750 - Truck MW 70 1½-Ton		
24 mi. @ 5¢	1.20	$ 21.50
Work Train Service - Trainmen & Enginemen	$ 348.51	
Vacation Allowance 3%	10.46	
RR & UE Taxes 6½% of $358.97	23.33	
Insurance 4%	14.36	$ 396.66
Other Gangs		
Loco Crane Operator: Regular Time	$ 29.17	
Overtime	16.42	
Vacation Allowance 3% of $29.17	.88	
RR & UE Taxes 6½% of $46.47	3.02	
Insurance 4%	1.86	$ 51.35
Loco Crane - Rprs. 8 hrs. @ $0.59	$ 4.72	
Depr. 1 day @ $1.47	1.47	$ 6.19
Outfit Cars - 5 cars - 1 da. - 5 car days		
Reprs. & Depr. @ $1.016		$ 5.06
Engine 2171 - Operation Rprs. 192 mi. @ $1.034	$ 198.52	
Depr. 3 days @ $5.76	17.28	
Transportation on fuel oil St. Johns to		
Meno - 66 mi., 13,020# - 430 TM @ 1¢	4.30	$ 220.10

November 1952

Labor: Regular Time	$ 3,068.76	
Overtime	154.15	
Vacation Allowance 3% of $3,068.76	92.06	
RR & UE Taxes 6½% of $3,314.97	215.47	
Insurance 4%	132.60	$3,663.04
Gang 746 - Boarding Outfit		
16 cars - 424 days @ $1.016 - $430.78		
53.85% of $430.78		$ 231.98

December 1952		
Labor: Regular Time	$ 5,891.65	
Overtime	227.18	
Vacation Allowance 3% of $5,891.65	176.75	
RR & UE Taxes 6½% of $6,295.58	409.21	
Insurance 4%	251.82	$6,956.61
Gang 746 - Boarding Outfit		
15 cars - 465 days @ $1.019 - $473.84		
24.4% of $473.84		$ 115.62
Gang 750 - Boarding Outfit		
30 cars - 930 days @ $1.019 - $947.67		
31.13% of $947.67		$ 295.01
Crushed Rock - 3 cars		$ 201.05
Work Train Service - Trainmen & Enginemen	$ 366.50	
Vacation Allowance 3%	11.00	
RR & UE Taxes 6½% of $377.50	24.54	
Insurance 4%	15.10	$ 417.14
Engines 2510 & 7023 - Operation &		
Rprs. 228 mi. @ $1.034	$ 235.72	
Depr. 4 da. @ $5.76	23.04	
Transportation Oil - St. Johns to Meno - 66 mi., 24,529# - 809 TM @ 1¢	8.09	$ 266.85
Personal Expenses - Telegraph Clerk		4.00
January 1953		
Gang 746	$ 1,455.66	
Vacation Allowance 3%	43.67	
RR & UE Taxes 6½% of $1,499.33	97.46	
Insurance 4%	59.97	$1,656.76
Boarding Outfit - 16 cars -		
468 days @ $1.016 - $475.49		
12.69% of $475.49		$ 60.34
Truck MW 69 - 1½-Ton - 135 mi. @ 5¢		$ 6.75
Section 10 - Salaries & Wages: Regular Time	$ 638.78	
Overtime	181.00	
Vacation Allowance 3% of $638.78	19.16	
RR & UE Taxes 6½% of $838.94	54.53	
Insurance 4%	33.56	$ 927.03

10,907.16

February 1953		
Gang 746 - Salaries & Wages: Regular Time	$ 1,695.79	
Overtime	128.81	
Vacation Allowance 3% of $1,695.79	50.87	
RR & UE Taxes 6½% of $1,875.47	121.91	
Insurance 4%	75.02	$2,072.40
Boarding Outfit - Repairs & Depr.		
14 cars - 28 days		
392 car days @ $1.016 - $398.27		
25.71% of $398.27		$ 102.40
March 1953		
Gang 746 - Salaries & Wages: Regular Time	$ 2,844.76	
Overtime	39.06	
Vacation Allowance 3% of $2,844.76	85.34	
RR & UE Taxes 6½% of $2,969.16	193.00	
Insurance 4%	118.77	$3,280.93
Retroactive Pay Raise		
12/1/52 to 3/31/53: Regular Time	$ 306.96	
Overtime	9.54	
Vacation Allowance 3% of $306.96	9.21	
RR & UE Taxes 6½% of $324.71	21.11	
Insurance 4%	12.99	$ 359.81
Boarding Outfit - Repairs & Depr. 14 cars		
404 car days @ $1.016 - $410.46		
22.91% of $410.46		$ 94.04
April 1953		
Other Gangs - Crane 0287: Regular Time	$ 29.17	
Overtime	8.21	
Vacation Allowance 3% of $29.17	.88	
RR & UE Taxes 6½% of $38.26	2.49	
Insurance 4%	1.53	$ 42.28
Loco Crane 0287 - Repairs & Depr.		
2 days @ $6.19	$ 12.38	
Out Cars - Repairs & Depreciation		
10 days @ $1.016	10.16	$ 22.54
Frog Rpr. Gang & Section Gang	$ 237.80	
Vacation Allowance 3%	7.13	
RR & UE Taxes 6½% of $244.93	15.92	
Insurance 4%	9.80	$ 270.65
Oxygen & Acetylene	$ 51.29	
5% Handling	2.56	$ 53.85

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June 1953		
Other Gangs - Crane 0287	$ 58.33	
Vacation Allowance 3%	1.75	
RR & UE Taxes 6½% of $60.08	3.91	
Insurance 4%	2.40	$ 66.39
Work Train Service - Trainmen & Enginemen	$ 116.35	
Vacation Allowance 3%	3.49	
RR & UE Taxes 6½% of $119.84	7.79	
Insurance 4%	4.79	$ 132.42
Cost of Rip Rap		$1,537.60
Work Train - Operation & Rprs. 72 mi. @ $1.034	$ 74.45	
Depreciation 1 day @ $5.76	5.76	
Transportation of Fuel St. Johns to Meno 66 mi. 3851# - 292 TM @ 1¢	2.92	$ 83.13
Crane 0287 - Rprs. & Depr. 2 days @ $6.19	$ 12.38	
Outfit Cars - 5 cars, 2 days 10-car day @ $10.16	10.16	$ 22.54
Personal Expenses - Clerk with Work Train		$ 3.00
July 1953		
Work Train - Trainmen & Enginemen	$ 107.20	
Vacation Allowance 3%	3.22	
RR & UE Taxes 6½% of $110.42	7.18	
Insurance 4%	4.41	$ 122.01
Work Train - Operation & Rprs. 72 mi. @ $1.034	$ 74.45	
Depreciation 1 day @ $5.76	5.76	
Transportation of Fuel St. Johns to Meno 66 mi. 3851# - 292 TM @ 1¢	2.92	$ 83.13
Cost of Rip Rap 9 cars		$ 324.54
Personal Expenses - Clerk with Work Train		$ 2.00
Morrison-Knudsen Co. - Rental of Equipment		$ 71.33

June 1953		
Other Gangs - Crane 0287	$ 58.33	
Vacation Allowance 3%	1.75	
RR & UE Taxes 6½% of $60.08	3.91	
Insurance 4%	2.40	$ 66.39
Work Train Service - Trainmen & Enginemen	$ 116.35	
Vacation Allowance 3%	3.49	
RR & UE Taxes 6½% of $119.84	7.79	
Insurance 4%	4.79	$ 132.42
Cost of Rip Rap		$1,537.60
Work Train - Operation & Rprs. 72 mi. @ $1.034	$ 74.45	
Depreciation 1 day @ $5.76	5.76	
Transportation of Fuel St. Johns to Meno 66 mi. 8851# - 292 TM @ 1¢	2.92	$ 83.13
Crane 0287 - Rprs. & Depr. 2 days @ $6.19	$ 12.38	
Outfit Cars - 5 cars, 2 days 10-car day @ $10.16	10.16	$ 22.54
Personal Expenses - Clerk with Work Train		$ 3.00
July 1953		
Work Train - Trainmen & Enginemen	$ 107.20	
Vacation Allowance 3%	3.22	
RR & UE Taxes 6½% of $110.42	7.18	
Insurance 4%	4.41	$ 122.01
Work Train - Operation & Rprs. 72 mi. @ $1.034	$ 74.45	
Depreciation 1 day @ $5.76	5.76	
Transportation of Fuel St. Johns to Meno 66 mi. 8851# - 292 TM @ 1¢	2.92	$ 83.13
Cost of Rip Rap 9 cars		$ 324.54
Personal Expenses - Clerk with Work Train		$ 2.00
Morrison-Knudsen Co. - Rental of Equipment		$ 94.33

SUMMARY OF ADJUSTMENTS

Union Pacific Railroad Co. Bill No. 640830

As Billed	As Adjusted	As Billed	As Adjusted
$ 340.05	$ 324.75	$ 3,723.83	$ 3,554.40
87.90	87.90	426.50	164.53
119.51	114.12	90.43	36.40
30.25	30.25	96.00	21.50
30,922.65	29,503.52	415.36	396.66
899.00	352.75	54.34	51.35
2,484.19	1,006.61		(6.19
385.92	160.55		(5.06
18.50	9.03	447.74	(220.10
551.17	525.37	3,841.07	3,663.04
420.00	86.66	585.89	231.98
9,962.34	9,962.34	7,292.41	6,956.61
3,292.35	3,098.42	295.00	115.62
705.55	666.57	723.77	295.01
39.33	39.33	201.05	201.05
760.67	726.43	436.80	417.14
1,700.00)		538.00)	
891.76)	2,127.70	248.67)	266.85
25,401.68	24,153.85	4.00	4.00
1,028.51	415.12	1,734.86	1,656.76
324.34	130.00	153.04	60.34
1,953.04	785.31	18.00	6.75
	86.66	977.01	927.03
553.00	71.12	1,824.60)	
1,806.91	1,789.02	349.96)	2,072.40
1,489.44	1,489.44	255.56	102.40
1,671.01	1,595.33	3,437.06	3,280.93
14.00	14.00	376.02	359.81
925.50		238.38	94.04
595.86	849.03	44.55	42.28
177.20	167.49	80.50	22.54
1,196.00)	(1,142.40		(270.65
55.20)	(155.25	334.70	(53.85
89,311.83	85,252.20	69.51	66.39
3,632.14)		138.67	132.42
1,138.22)		1,537.60	1,537.60
97.77)		151.00)	
10,217.55)		86.99)	83.13
4,913.75)	9,998.11	80.50	22.54
147.73)		3.00	3.00
373.20)	497.20	127.77	122.01
67.48 cr.)		237.99	83.13
157.51 cr.)	264.70 cr.	324.54	324.54
32.65	17.05	2.00	2.00
35,074.06 cr.	41,263.60 cr.	95.27	94.33
		$197,468.55	$163,931.00

Form 2552
2-55-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 12, Oregon

MAY 31, 1956

(File Ref. D 315 - 2 - 39)

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Wygant Park - Hood River Section,
Columbia River Highway

With my letter of January 25, 1955, I sent you Union Pacific Railroad Company bill No. 640830 dated January 12, 1955 in the amount of $197,468.55 covering railroad track changes on the captioned project.

Bills compiled on the same basis were sent you in connection with the Gorton Creek - Warren Creek and Warren Creek - Viento Sections, to which exceptions were taken in your letter of October 24, 1955. In acquiescence to your request the bills relating to various line changes in the Gorge are in the process of revision.

The first of the revised bills is attached in quadruplicate, bill No. 752503 dated May 24, 1956 in the amount of $176,258.43 covering Railroad expenses incurred in line change on the captioned project. This bill is in lieu of bill No. 640830 mentioned above which may be disregarded as it has been cancelled. Please examine the bill and if satisfactory place in line for payment.

Yours very truly,

E. F. Kidder

E. F. Kidder,
Division Engineer

encs.

RECEIVED
JUN 1 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN [illegible] 1956
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

5-55-100M

Form 130 A

[illegible]

BILL NO. 752503

MONTH'S ACCOUNT [illegible]

DEPT. NO. [illegible]

DATE MADE MA [illegible] 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR

[illegible]

[illegible]

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of constructing line change between M.P. 56.5 and M.P. 58.5 consisting of 9182 ft. of new main track and 1864 ft. of passing track, retiring 9197.6 ft. of main track, 1864 ft. of passing track and rock protection fence, near Meno, Mitchell Point Section, in accordance with Agreement Audit No. 76862 dated November 8, 1951.

Our Work Order 6808 OW

AUGUST 1952

FINAL BILLING

Labor:

August 1952
Payroll 701 - Supt. Oregon

Asst. Engr.	6 days	445.00 mo. (21 day)	$127.14	
Rodman	8 "	323.20 " "	123.12	
Instrument man	2 "	368.20 " "	35.07	
			285.33	
3% Vacation allowance			8.56	
6½% RR Retirement & Unemployment on 293.89			19.10	
4% Insurance on 293.89			11.76	$324.75

Personal Expenses:

Asst. Engr. Vo. No. E 223060	31.50	
Rodman Vo. No. E 222536	22.95	
" Vo. No. E 222552	16.20	
Instrument man E 222548	17.25	87.90

September 1952

Asst. Engr.	1½ days	445.00 mo. (20 day)	33.38	
Rodman	1 day	323.20 mo. "	16.16	
"	2 days	323.20 mo. "	32.32	
Instrument man	1 day	368.20 mo. "	18.41	
			100.27	
3% Vacation allowance			3.01	
6½% RR Retirement and Unemployment on $103.28			6.71	
4% Insurance on 103.28			4.13	114.12

Personal expenses:

Asst. Engr. Vo. No. E 247047	8.40	
Instrument man E 247533	5.65	
Rodman Vo. No. E 244271	4.80	
" Vo. No. E 244787	11.40	30.25

Mb

Extra Gangs:

Gang 746

Hauling and placing track ties:

Foreman	48 hrs.	346.46 mo. (21 " day)	$98.98
Timekeeper	48 "	289.66 "	82.78
Truck Operator	48 "	1.695 hr.	81.36
Laborers	1524 "	1.479 "	2253.99

Dumping and placing ballast:

Foreman	6 hrs.	346.46 mo.	12.37
Timekeeper	6 "	289.66 "	10.34
Truck Operator	6 "	1.695 hr.	10.17
Laborers	186 "	1.479 "	275.09

Gang 750

Moving from Clarmie to Hood River

Foreman	8 hrs.	346.46 mo.	16.50
"	3 "	3.07 hr.	9.21
Asst. Foreman	8 "	1.72 "	13.76
Timekeeper	8 "	289.66 mo.	13.79
"	3 "	2.57 hr.	7.71
Welder	8 "	1.935 hr.	15.48
"	3 "	2.905 "	8.72
Truck Driver	16 "	1.695 "	27.12
" "	3 "	2.545 "	7.64
PTMO	24 "	1.611 "	38.66
"	6 "	2.415 "	14.49
Laborers	576 "	1.479 "	851.90
"	21 "	2.22 "	46.62

Install Rail Anchors:

PTMO	24 "	1.611 "	38.66
Laborers	208 "	1.479 "	307.63
"			

Unloading and Distributing Material:

Foreman	47 hrs.	346.46 mo.	96.93
Timekeeper	47 "	289.66 "	81.04
Material Clerk	39 "	304.66 "	70.73
Welder	47 "	1.935 hr.	90.94
Truck Driver	94 "	1.695 "	159.33
Laborers	3333 "	1.479 "	4929.51
"	24 "	2.22 "	53.28
PTMO	134 "	1.611 "	215.89

Gang 746

Unload Ballast:

Foreman	9 "	346.46 mo.	18.56
Timekeepers	3 "	289.66 "	5.17
Truck Operator	3 "	1.695 hr.	5.09
Laborers	71 "	1.479 "	105.00

Mlo

Gang 746 (Cont'd)			
Travel Time:			
Foreman	20 hrs.	346.46 mo.	$41.25
Timekeeper	20 "	289.66 "	34.48
Truck Operator	20 "	1.695 hr.	33.90
P.T.M.O.	20 "	1.611 "	32.22
P.T.O.	20 "	1.527 "	30.54
Laborers	540 "	1.479 "	798.66
Raising Tracks:			
Foreman	33 "	346.46 mo.	68.05
Timekeeper	39 "	289.66 "	67.24
Truck Operator	39 "	1.695 hr.	66.11
P.T.M.O.	42 "	1.611 "	67.66
P.T.O.	42 "	1.527 "	64.13
Laborers	1033 "	1.479 "	1527.81
Haul tools & material:			
Foreman	3 "	3.07 "	9.21
Timekeeper	3 "	2.57 "	7.71
Truck Operator	3 "	2.545 "	7.64
Laborers	12 "	2.22 "	26.64
Camp Duties:			
Laborers	80 "	1.479 "	118.32
"	24 "	2.22 "	53.28
Lining tracks:			
Foreman	18 "	346.46 mo.	37.12
Timekeeper	9 "	289.66 "	15.52
Laborers	324 "	1.479 hr.	479.20
Dressing ballast:			
Timekeeper	9 "	289.66 mo.	15.52
Truck Operator	18 "	1.695 hr.	30.51
P.T.M.O.	18 "	1.611 "	29.00
P.T.O.	18 "	1.527 "	27.49
Laborers	168 "	1.479 "	248.47
Haul tools & material:			
Foreman	3 "	3.07 "	9.21
Timekeeper	3 "	2.57 "	7.71
Laborers	6 "	2.22 "	13.32
Timekeeper - Close out time rolls	8 "	2.57 "	20.56
Gang 750 -			
Install switch:			
Foreman	8 "	346.46 mo.	16.50
P.T.M.O.	16 "	1.611 hr.	25.78
Laborers	208 "	1.479 "	307.63

Surface & Line:			
Foreman	16 hrs.	346.46 mo.	$ 32.99
"	1 hr.	3.07 hr.	3.07
Timekeeper	80 "	289.66 mo.	137.93
"	11 "	2.57 hr.	28.27
Material Clerk	48 "	304.66 mo.	87.05
"	3 "	2.70 hr.	8.10
Welder	80 "	1.935 "	154.80
"	3 "	2.905 "	8.72
Truck Operator	160 "	1.695 "	271.20
" "	11 "	2.545 "	28.00
P.T.M.O.	184 "	1.611 "	296.42
"	9 "	2.415 "	21.75
Laborers	3088 "	1.479 "	4567.16
"	182 "	2.22 "	404.04
Dumping Ballast:			
Foreman	16 "	346.66 mo.	33.00
Material Clerk	32 "	304.66 "	58.03
P.T.M.O.	32 "	1.611 hr.	51.55
Laborers	320 "	1.479 "	473.28
Gang 750			
Lay new rail:			
Foreman	33 "	346.66 mo.	68.08
Timekeeper	33 "	289.16 "	56.80
"	5 "	2.57 hr.	12.85
Material Clerk	33 "	304.66 mo.	59.84
Welder	33 "	1.935 hr.	63.86
P.T.M.O.	82 "	1.611 "	132.11
Truck Operator	66 "	1.695 "	111.87
Laborers	2251 "	1.479 "	3329.23
Gang 746			
Travel time:			
Foreman	18 "	346.66 mo.	37.12
Timekeeper	18 "	289.16 "	30.98
Truck Driver	18 "	1.695 hr.	30.51
Laborers	560 "	1.479 "	828.24
Camp tender	72 "	1.479 "	106.49

Regular time	25128.42	
Overtime	817.75	
3% Vacation allowance on 25128.42	753.85	
6½% RR Retirement & Unemployment on 26,700.02	1735.50	
4% Insurance on 26,700.02	1068.00	$29503.52

Mlo

Form 1253 - Rental of Equipment:				
14 cars - 31 days - 434 car days @ 1.016 day			$440.94	
Basis for apportionment:				
Total hours worked	5697			
Hours this job	4549 - 80%			
80% of 440.94				$352.75
34 cars - 31 days - 1054 car days @ 1.016 day			1070.86	
Basis for apportionment:				
Total hours worked	12446			
Hours this job	11728 - 94%			
94% of 1070.86				1006.61
Truck Rental - Truck MW 69				
Extra Gang 746 - 960 mi. @ .05 mi.			48.00	
Extra Gang 750				
Truck MW 70 and 71 - 2251 mi. @ .05 mi.			112.55	160.55
Extra Gang 750				
Power Jack J-4 - 2 days @ 3.01 day			6.02	
Power Rail Saw RS-21 - 1 day @ 3.01 day			3.01	9.03
Payroll - Other Gangs				
Loco Crane 0287				
Handle track material:				
48 hrs.	1.971 hr.	$94.61		
4½ "	2.955 "	13.29		
48 "	1.635 "	78.48		
4½ "	2.455 "	11.04	197.42	
Handle steel:				
72 hrs.	1.971 hr.	141.91		
1 hr.	2.955 "	2.96		
72 "	1.635 "	117.72		
1 "	2.455 "	2.46	265.05	
	Regular time	432.72	462.47	
	Overtime	29.75		
3% Vacation allowance on 432.72			12.98	
6½% RR Retirement & Unemployment on 475.45			30.90	
4% Insurance on 475.45			19.02	525.37
Rental of Crane 0287				
25 ton Capy - 14 days @ 6.19 day				86.66
Ballast:				
T.E. #756 & 757 - Crushed Rock Produced at Barnhast Quary				
134 cars - 6700 cu. yds. Car 73.2525				9815.83

Freight:
Barnhart Quary to Hood River - 145 mi.
6700 cu. yds. @ 2600# cu. yd.
8710 tons x 145 mi. - 1262950 ton mi. @ .01 T.M. $12629.50

T.E. #705 - Work Train Service

Date	Eng. No.	Description	Hrs.	Min.	Trainmen	Engine men
4	2111	Spread & Dump Ballast	13	20	80.20	70.89
3	2111	" Gravel	14	-	89.02	77.29
6	2111	Unload Track Material	12	-	70.17	50.89
7	2111	"	14	-	85.01	61.65
8	2111	"	14	-	85.01	61.65
11	2111	"	14	-	64.42	46.73
12	2111	"	6	45	73.78	53.51
13	2111	"	14	-	85.01	61.65
14	2111	Haul Ballast	13	30	81.41	59.04
15	2111	"	15	10	92.63	79.90
15	2209	Unload Ballast	11	30	64.57	61.00
18	2111	" "	12	30	102.34	66.24
19	2111	" "	13	-	77.80	56.42
21	2111	" "	11	20	64.95	47.11
22	2111	" "	12	45	75.79	67.69
25	2111	Spread "	12		70.17	63.59
26	2111	" "	13	20	80.20	58.16
27	2111	" "	13		77.80	56.42
28	2111	" "	11	30	56.56	48.27
29	2111	Dump Ballast	11	30	66.56	61.00
			253	10	1553.40	1209.10

Regular time	1383.60
Overtime	1378.90
3% Vacation allowance on 1383.60	41.51
6½% RR Retirement & Unemployment on 2804.01	182.26
4% Insurance on 2804.01	112.15
	3098.42

Work Train Service:
Telegrapher - Clerk

80 hrs.	1.795 hr.	143.60
46 1/3 hrs.	2.69 "	124.64
24 "	1.779 "	42.70
80 "	1.815 "	145.20
34¼ "	2.72 "	93.16
24 "	1.779 "	42.70

Regular time	374.20
Overtime	217.80
3% Vacation allowance on 374.20	11.23
6½% RR Retirement & Unemploy. on 603.23	39.21
4% Insurance on 603.23	24.13
	666.57

Personal Expenses: Vo. #225288				$39.33

Signal Payroll - Gang 787
Bonding new track and wire switch:

Signal Foreman	64 hrs.	436.64 mo.	$134.35	
Signal Man	56 "	1.983 hr.	111.05	
Asst. Signal Man	40 "	1.743 "	69.72	
"	48 "	1.719 "	82.51	
"	144 "	1.671 "	240.62	
			638.25	
3% Vacation allowance			19.15	
6½% RR Retirement & Unemployment on 657.40			42.73	
4% Insurance on 657.40			26.30	726.43

Rental Engine 2111 & 2209

Operation 1933 mi. @ 1.034 mi.	1998.72	
Depreciation - 20 days @ 5.76 day	115.20	
Transportation on fuel - St. Johns to Meno - 66 mi. 41595# 1378 ton miles @ .01 ton mile	13.78	2127.70

SEPTEMBER 1952

Payroll Extra Gangs No. 713
Gang No. 746

Meno Line Change
Lining Track:

Foreman	41 hrs.	2.06225 hr.	84.55	
Timekeeper	41 "	1.7241625 "	70.69	
Truck Oper.	50 "	1.695 hr.	84.75	
Power Tool Mach. Opr.	12 "	1.611 "	19.33	
Power Tool Opr.	24 "	1.527 "	36.65	
Laborers	796 "	1.479 "	1177.28	
				1473.25

Raising track:

Foreman	6 "	2.06225 hr.	12.37	
Timekeeper	6 "	1.724625 "	10.35	
Truck Operator	6 "	1.695 hr.	10.17	
Power Tool Mach. Opr.	14 "	1.611 "	22.55	
Power Tool Opr.	14 "	1.527 "	21.38	
Laborer	115 "	1.479 "	170.09	
				246.91

Raising Track: (Overtime)	2 hrs.	3.07 hr.	$ 6.14	
	2 "	2.57 "	5.14	
	2 "	2.545 "	5.08	
	2 "	2.415 "	4.83	
	2 "	2.29 "	4.58	
	32 "	2.22 "	71.04	$96.81
Spotting Track:				
Foreman	12 "	2.06225 hr.	24.75	
Timekeeper	12 "	1.7241625 "	20.68	
Power tool mach. opr.	24 "	1.611 "	38.68	
Power tool Opr.	24 "	1.527 "	36.65	
Laborers	228 "	1.479 "	337.22	457.98
Mosier to Meno Traveling time:				
Foreman	18 "	2.06225 "	37.12	
	2 "	3.07 "	6.14	
Timekeeper	18 "	1.724162 "	31.04	
Timekeeper (O.T.)	2 "	2.57 "	5.14	
Truck Operator	18 "	1.695 "	30.51	
" (O.T.)	2 "	2.545 "	5.09	
Power tool Mach. Opr.	14 "	1.611 "	22.55	
Power tool Mach. Opr. (O.T.)	2 "	2.415 "	4.83	
Power tool Opr.	18 "	1.527 "	27.49	
" " " (OT)	2 "	2.29 "	4.58	
Laborers	348 "	1.479 "	514.69	
" (O.T.)	32 "	2.22 "	71.04	760.22
Gang No. 747 Line Change:				
Foreman	32 "	346.46 mo.(21 da)	65.99	
Material Clerk	32 "	304.66 " "	58.03	
Truck Operator	32 "	1.695 hr.	54.24	
Laborers	408 "	1.479 "	603.43	781.69
(Overtime)	10 "	3.07 hr.	30.70	
	10 "	2.70 "	27.00	
	10 "	2.545 "	25.45	
	126 "	2.22 "	279.72	362.87
Gang No. 750 Surface and line Meno Line Change:				
Foreman	38 "	2.06225 hr.	78.37	
(O.T.)	14 "	3.07 hr.	42.98	
Timekeeper	48 "	1.7241625 "	82.76	
" (O.T.)	14 "	2.57 hr.	35.98	

Ml.

Welder	48 hrs.	1.935 hr.	$92.88	
" (O.T.)	3 "	2.905 "	8.72	
Truck Driver	94 "	1.695 "	159.33	
" (O.T.)	6 "	2.545 "	15.27	
Power Tool Mch. Opr.	134 "	1.611 "	215.87	
Power Tool Mch. Opr. OT	9 "	2.415 "	21.74	
Laborers 1.62	1628 "	1.479 "	2407.79	
" (O.T.)	182 "	2.22 "	404.04	$3565.73
Gang 746				
Foreman	6 "	2.06225 "	12.37	
Timekeeper	6 "	1.724 "	10.34	
Truck Driver	6 "	1.695 "	10.17	
Laborers	100 "	1.479 "	147.90	180.78
Close out time rolls	4 "	2.57		10.28
Spotting & Lining Track				
Foreman	60 "	2.06225 "	123.74	
(O.T.)	2 "	3.07 hr.	6.14	
Timekeeper	60 "	1.724 "	103.45	
(O.T.)	2 "	2.57 "	5.14	
Truck Operator	60 "	1.695 "	101.70	
(O.T.)	2 "	2.545 "	5.09	
Laborers	966 "	1.479 "	1428.71	
(O.T.)	37 "	2.22 "	82.14	1856.11
Camp. Tender Duties	88 "	1.479 "	130.15	
(O.T.)	18 "	2.22 "	39.96	170.11
Mosier to Meno Traveling time				
Foreman	22 "	2.06225 hr.	45.37	
Timekeeper	22 "	1.724 hr.	37.93	
Truck Operator	22 "	1.695 "	37.29	
Laborers	278 "	1.479 "	411.16	531.75
Extra Gang 750 Dump Ballast Meno Line Change				
Foreman	8 "	2.06225 hr.	16.50	
Power tool Mach Opr.	8 "	1.611 hr.	12.89	
Laborers	80 "	1.479 "	118.32	147.71
Pick up Old Main Line - Meno Line Change				
Foreman	32 hrs.	2.06225 hr.	65.99	
(O.T.)	14 "	3.07 hr.	42.98	

Mb

Timekeeper	32 hrs.	1.724 hr.	$55.18	
(O.T.)	21 "	2.57 "	53.97	
Welder 3	32 "	1.935 "	61.92	
(O.T.)	14 "	2.905 "	40.67	
Truck Driver	64 "	1.695 "	108.48	
(O.T.)	17 "	2.545 "	43.27	
Power Tool Mach. Opr.	96 "	1.611 "	154.66	
(O.T.)	9 "	2.415 "	21.73	
Laborers	1600 "	1.479 "	2366.39	
(O.T.)	166 "	2.22 "	368.52	$3383.76
Pick up displaced material: **Meno Line Change**				
Foreman	64 hrs.	2.06225 hr.	131.98	
(O.T.)	4 "	3.07 hr.	12.28	
Timekeeper	32 "	1.724 "	55.17	
(O.T.)	3 "	2.57 "	7.71	
Material Clerk	32 "	1.8134 "	58.03	
Welder	64 "	1.935 "	123.84	
(O.T.)	4 "	2.905 "	11.62	
Truck Driver	128 "	1.695 "	216.96	
(O.T.)	4 "	2.545 "	10.18	
Power tool Mach. Opr.	176 "	1.611 "	283.54	
(O.T.)	4 "	2.415 "	9.66	
Laborers	2480 "	1.479 "	3667.92	
(O.T.)	16 "	2.22 "	35.52	4624.41
Gang 746 **Hauling Released Ties:**				
Foreman	3 "	2.06225 hr.	6.19	
Timekeeper	3 "	1.724 hr.	5.17	
Truck Driver	6 "	1.695 "	10.17	
Laborers	57 "	1.479 "	84.30	105.83
Other Gangs PR - No. 713 **Loco Crane 0287** **Handling Track Material for Meno Line Change:**				
	80 hrs.	1.971 hr.	157.68	
	7 "	2.955 O.T.	20.69	
	80 "	1.635 hr.	130.80	
	7 "	2.455 O.T.	17.19	326.36
PR 714 Track Sections for Section #11 **Lining and Surfacing tracks:**				
Foreman	24 hrs.	313.96 mo.(21 day)	44.85	
"	18 "	2.78 OT	50.04	
"	7½ "	3.788 O.T.	28.41	
Sectionmen	250 "	1.515 hr.	378.75	
"	223 "	2.275 O.T.	507.33	
"	7½ "	3.03 O.T.	22.73	
"	24 "	1.491 hr.	35.78	

Ml.

Sectionmen	12 hrs.	2.235 O.T.	$26.82		
"	7½ "	2.982 O.T.	22.36		
"	18 "	1.479 hr.	26.62		
"	9 "	2.22 O.T.	19.98		
"	7½ "	2.958 O.T.	22.19		
"	272 "	1.515 hr.	412.08		
"	186 "	2.275 O.T.	423.15	$2021.09	
Other Gangs PR - 713 Loco Crane 0287 Picking up track matl. old main line:					
	32 hrs.	1.971 hr.	63.07		
	13½ "	2.955 "	39.89		
	32 "	1.635 "	52.32		
	13½ "	2.455 "	33.14		
Standing by with work train Track blocked acct. blasting:					
	4 hrs.	2.955 "	11.82		
	4 "	2.455	9.82	210.06	
Regular time				18166.06	
Overtime				3147.65	
3% Vacation allow. on 18166.06				544.98	
6½% RR Retirement & Unemployment on 21858.69				1420.81	
4% Insurance on 21858.69				874.35	$24153.85
Form 1253 Rental of Equipment: Boarding outfits - Extra Gang 746					
17 cars - 448 days @ 1.016 day			455.17		
Basis for Apportionment:					
Total hours worked	4137				
Hours this job	3773	- 91.20%			
91.20% of 455.17					415.12
Extra Gang 747					
28 cars - 732 days @ 1.016 day			743.71		
Basis for apportionment:					
Total hours worked	3776				
Hours this job	660	- 17.48%			
17.48% of 743.71					130.00
Extra Gang No. 750					
35 cars - 944 days @ 1.016 day			959.10		
Basis for apportionment:					
Total hours worked	9064				
Hours this job	7422	- 81.88%			
81.88% of 959.10					785.31

Mls

Loco Crane 0287 - 14 days @ 6.19 day $ 86.66

5 Outfit cars 70 days @ 1.016 day 71.12

Vo. No. 236899
Morrison-Knudsen Co., Inc.
Rental of Tractor with
Tie Picker & Loader $ 712.60
Vo. No. 246975 do 1076.42 1789.02

T.E. #856 - Crushed Rock Produced
at Barnhart Quary:
21 cars 1050 cu. yds. 70.9256 1489.44

Freight:
Barnhart Quary to Hood River - 145 mi.
1050 cu. yds. x 2600#
1365 tons x 145 mi. - 197925 ton mi. @ .01 1979.25

T.E. #805 - Work ~~Train~~ Service:

Date	Eng. No.	Description	Hrs.	Min.	Trainmen	Enginemen
1	2111	Spread Ballast	6		40.10	15.53
2	2111	" "	12	20	72.59	78.10
3	2111	Dumping Ballast	12	20	72.59	52.64
4	2111	" "	12	20	72.59	52.64
6	2111	" "	6		40.10	29.08
8	2111	" "	15	30	96.63	70.09
11	2111	Spread "	14	30	89.02	64.56
12	2111	Line Change	14	30	125.11	90.73
15	2111	" "	13	20	80.20	58.16
16	2111	Dump Ballast	13		81.41	59.04
22	7864	Unload "	2		12.02	10.81
24	7864	Dump Ballast	1		5.90	4.33
			122	50	788.26	585.71 788.26

Telegrapher - Clerk
8 hrs. 1.815 hr. 14.52
5 " 2.72 " 13.60

1402.09
3% Vacation allowance on 1388.49 41.65
6½% RR Retirement & Unemployment on 1443.74 93.84
4% Insurance on 1443.74 57.75 1595.33

Personal Expenses:
Vo. No. 236729 8.00
Vo. No. 238265 6.00 14.00

Operation - 738 mi. @ 1.034 mi. 763.09
Depreciation - 12 days @ 5.76 day 69.12

Mb

Transportation on fuel oil:				
St. Johns, Ore. to Meno				
66 mi. @ 50972#				
1682 ton mi. @ .01 ton mile			$16.82	$849.03
502-1 #1697				
550 PA-2 Tigerweld Bonds	.29 ea.	$159.50		
5% cost of handling		7.98		
Freight:				
Denver to Meno				
1085 mi. - 127# - 69 ton mi. @ .01		.69		168.17
Form 485 - #440				
570 Jts. Plastic jt. packing @ .52		296.40		
5% Cost of handling		14.82		
Omaha to Meno - 1725 mi.				
5130# - 4425 ton mi. @ .01		44.25		355.47
T.E. #811				
400 pcs. new 2"x2"x36" ballast stakes ea.	.12	48.00		
5% Handling costs		2.40		50.40

Constructed new main track E.S. 910 plus 44.1 to E.C. 1001 plus 10.6 and re-installed (portion old main line retired) E.S. 1001 plus 10.6 to E.S. 1001 plus 48.6. Total 9104.5 track feet.

Material used:

4951	7x9x8 Treated cross ties	@ 3.41032 ea.	16884.48
4951	Ties treated at the Dalles	.4389 "	2172.99
9902	HD-DS-133# Tie plates 219,626#	4.66267 C#	10240.46
31099	lbs. 5/8x6½" Trk. spikes 31099#	6.0395 C#	1878.23
	Less 25% loss of service life		469.56
18044.3	L. ft. 133# 1st Qual rail 802,368#	76.7484 NT	30790.23
942	133# Jt. bars 36" (6) 57462#	5.2515 C#	3017.63
5800	133# Imp. Fair rail anchors 15950#	32.50 C	1885.00
72.5	L. ft. 133.4# Ord. stock rail 3224#	110.75 NT	178.53
8	Pr. Insulated joints	29.94 pr.	239.52
	Less 8 sets insulation	3.87 set	30.96
2	pr. SH 131# - 133# Compr. jts. 440#	3.70 C#	16.28
76	L. ft. S.H. 130.8# Cls. 2 Rail 3314#	50.00 NT	82.85
21	S.H. 7x9x8 Trtd. Cross ties	1.75 ea.	36.75
4	pr. 131# Jt. bars, S.H. 154#	3.70 C#	5.70
42	131# 8x14" Tie plates S.H. 932#	3.20 C#	29.82
16	Erickson Rail anchors S.H. 44#	.22 ea.	3.52

110 lbs. 5/8"x6¼" Trk. spikes SH 110#	1.50 C#	$ 1.65	
less 25% Loss of service life		.41	
Constructed new passing track E.S. 98.4 plus 15.3 to E.S. 1002 plus 31.7 - 1816.4 track feet			
5413 ft. B.M. 7x9 Switch ties trtd.	86.92 M BM	470.50	
5413 B ft. trtd. - The Dalles	.00105 BM'	5.68	
1 133# Split switch 24' 6500#		863.40	
1 133# Peg leg S.R. #14 Frog 3550#		722.88	
1 133# Mang. Gr. Rail high 507#		107.82	
1 133# " " " low 511#		112.15	
1 High Star Switch Stand 190#		56.50	
1 Conn. Rod 6' 0-3/4" 40#		5.28	
2 pr. Insulated jts. 133# 436#	29.98 pr.	59.96	
2 pr. " " 131# 320#	20.42 pr.	40.84	
Less 4 sets Insulation	3.87 set	15.48	
4 Joint bars 36" (6) 244#	5.25 C#	12.81	
281.1 L. ft. 133.4# 1st Qual rail 12500#	76.782 NT	479.89	
70 133# H.D. - D.S. Tie plates 1553#	4.736 C#	73.56	
7090 lbs. 5/8x6¼ Trk. spikes	6.0404 C#	428.27	
Less 25% Loss of service life		107.07	
5.5 L. ft. 133.4# Ord. stock rail 245#	110.75 NT	13.57	
936 7x9x8 Trtd. cross ties	3.41153 ea.	3193.19	
936 Ties trtd. - The Dalles	.4389 ea.	410.81	
1836 S.H. 131# HD-DS-Tie plates S.H. 39018#	3.20 C#	1248.58	
3278.7 L. ft. 130# 8# Cls. 2 rail S.H. 148951#	50.00 NT	3573.78	
164 131# Jt. Bars 36# (6) S.H. 10004#	3.70 C#	370.15	
4 131# Abrasion plates S.H. 50#	3.60 C#	1.80	
1250 Erickson Rail Anchors S.H.	.23 ea.	287.50	
1 Retarder - 40#		66.18	
12 133# Abrasion plates 152#	4.44 C#	6.75	
2 pr. 131-133# Comp. jts. 36" 236# pr.	20.57	41.14	
		79493.15	
		4059.63	$83552.78

5% Cost of handling on

Freight over our own lines:

Ties - Cross

Untreated - Cascade, Idaho to the Dalles - 500 mi.

5887 ties @ 145# ea. - 853615#	
213,403 ton miles @ .01	2134.03

Treated - The Dalles to Meno, Ore. - 25 mi.

5887 ties @ 152# ea. - 894824#	
11,185 ton miles @ .01	111.85

Switch ties

Untreated - McCall, Idaho to The Dalles-534 mi. 17105# - 4567 ton miles @ .01	$ 45.67	
Treated - The Dalles to Meno - 25 mi. 19649# - 246 ton miles @ .01	2.46	
Rail & rail fittings - Denver, Colo. to Meno, Ore. - 1312 mi. 1,174,406# - 770410 ton mi. @ .01	7704.10	$9998.11

Relay steel in approach to new main line track construction E.S. 910 plus 18.7 to E.S. 910 plus 44.1 for 24.4 ft.

50.8	L. ft. 133.4 Cls 2 Rail 2259#	@76.69 NT	86.62	
80	lbs. 5/8x6¼ Trk. spikes 80#	6.05 C#	4.84	
	Less 25% Loss of service life		1.21	
2	pr. 133-131# Compr. jts. S.H. 480#	3.70 C#	17.76	
30	133# Tie plates S.H. 665#	3.20 C#	21.28	
30	lbs. 1-1/16x6" Trk. bolts	9.59 C#	2.88	
12	1-1/8" Spring washers	76.29 M	.92	
			133.09	
	5% Cost of handling on 134.30		6.72	139.81

Less credit for material released:

50.8	L. ft. 130.8 Cls. 2 rail S.H. 2215#	50.00 NT	55.38	
80	lbs. 5/8x6¼" Trk. spikes	1.50 C#	1.20	
4	131# Cont. jts. S.H. 175#	3.70 C#	6.48	
30	131# Tie plates S.H. 495#	3.20 C#	15.84	
30	lbs. 1-1/16x6" Trk. bolts S.H. 30#	1.50 C#	.45	
12	1-1/8" Spg. washers S.H.	3.00 M	.04	79.39

Relay steel in approach to new passing track construction E.S. 1002 to 31.7 to E.S. 1003 plus 48 or 116.3 track ft.

97.8	L. ft. 130.8# Cls. 2 rail SH 4264#	50.00 NT	106.60
78.4	L. ft. 110.4# Cls. 2 rail SH 2885#	50.00 NT	72.13
56.4	L. ft. 90# Cls. 2 rail S.H. 1692#	50.00 NT	42.30
2	pr. 36" (6) 110- 131# Compr. jts. SH 428#	3.70 C#	15.84
2	pr. 24" (4) 90-110# Compr. jts. SH	14.00 pr.	28.00
2	pr. 24" (4) 80-90# " " SH	11.12 pr.	22.24
163	lbs. 5/8"x6¼" Trk. spikes 163#	6.05 C#	9.86
	Less 25% loss of service life		2.47
30	8"x9½" Tie plates S.H. 300#	3.20 C#	9.60
8	8"x13" - 110# Tie plates S.H. 106#	3.20 C#	3.39
20	8"x14" - 131# Tie plates S.H. 444#	3.20 C#	14.21
6	131# Jt. Bars 26" (6) S.H. 366#	3.70 C#	13.54
12	lbs. 15/16 plus 4 5/8 Trk. bolts S.H. 12#	1.50 C#	.18

MG

18 lbs. 1-1/16x5½ Trk. bolts S.H.	@ 1.50 C#	$ .27	
74 lbs. 1 1/16x6 Trk. bolts SH 74#	1.50 C#	1.11	
		336.80	
5% Cost of handling on 339.27		16.97	$353.77
Less credit for material released:			
232.6 L. ft. 80# Rail SH 6203#	50.00 NT	155.08	
16 (6) 80# Angle bars 29" SH 400#	3.70 C#	14.80	
58 80# Tie plates SH 371#	3.20 C#	11.87	
163 lbs. 5/8"x6½" Trk. spikes SH 163#	1.50 C#	2.45	
74 lbs. 15/16x3/8 Bolts Scrap 74#	1.50 C#	1.11	185.31
Freight over our own Lines:			
Rail & Fittings - Denver to Meno - 1312 mi.			
2599# - 1705 ton miles @ .01			17.05

Inventory of passing track retired, W.O. 6808 Engr. Sta. 1002 plus 31.7 to Engr. Sta. 984 plus 15.3 at Meno, Oregon, 1816.4 ft. Sept. 9, 1952, signed by R. J. Eaton, Asst. Engr. UPRR Co. and L. V. Blo Blickenstaff, Res. Engr. Oregon State Highway Dept.

Description	Quantity	Unit	Price	Amount
SH 7"x9' Sw. ties	5413	MBM	45.00	243.59
SH 7"x9"x8" X ties	300	ea.	1.75	525.00
Scrap 7"x9"x8' X ties	607	"	No value	-
SH Cl. 2-131# Rail - 293.3'	6.39	NT	50.00	319.50
SH Cl. 2-110# Rail 1997'	36.61	NT	50.00	1830.50
SH Cl. 2-100# Rail 213.0'	3.60	NT	50.00	180.00
SH Cl. 2-80# Rail 1046'	13.94	NT	50.00	697.00
SH Hi Star Sw. std. with rod	1	ea.	35.00	35.00
SH 131# 24' Spl. sw. ins.	6011#	cwt	9.00	540.99
SH 131# No. 14 Peg leg frog	4627#	"	10.00	462.70
SH 131# Ins. jts. 4#	212#	cwt	3.70	7.84
SH 131# 24" Ang. bars 10 pcs.	3.84	"	3.70	14.21
SH 131# 8"x14" Tie plates	23.95	"	3.20	76.64
SH Erickson Rail Anchors	31	ea.	.22	6.82
SH 131# 1 pc. Grd. rails	902#	NT	50.00	22.55
Scrap trk. spikes 4240 pcs.	37.10	cwt	1.50	55.65
SH 110# 8"x13" Tie plates 1065 pcs.	141.11	cwt	3.20	451.55
SH 100# 8"x9¼" Tie plates 112 pcs.	10.68	"	3.20	34.18
SH 100# 8"x9½" Tie plates 569 pcs.	54.25	cwt	3.20	173.60
SH 131 110# Compr. jts.	288#	cwt	3.70	10.66
SH 110# Ins. jts.	204#	cwt	3.70	7.55
SH 110/100# Compr. jts.	252#	cwt	3.70	9.32
SH 100# 27" Contr. jts. 10 pcs	4.91	cwt	3.70	18.17

File

Description	Quantity	Unit	Price	Amount
SH 110# 27" Cont. jts. 98 pcs.	50.52	cwt	3.70	186.92
SH Fair Rail Anchors	190	ea.	.22	41.80
SH 80# 6H 29# Ang. bars 68 pcs.	18.94	cwt	3.70	70.08
SH 100/80# Compr. jts.	196#	cwt	3.70	7.25
				6029.07

Inventory of main line track retired W.O. 6808, MP 56-57, near Meno, Oregon, Engr. Sta. 1002 plus 09.2 to Sta. 910 plus 44.1, 9174.5 track ft. Sept. 9, 1952, signed by R. J. Eaton, Asst. Engr. UPRR Co. and L. V. Blickenstaff, Res. Engr., Oregon State Highway.

Description	Quantity	Unit	Price	Amount
SH 7"x9"x8' Trtd. ties	2605	ea.	1.75	4558.75
Scrap 7"x9"x8' Treated cross ties	2605	ea.	No value	-
8574 Ln. ft. S.H. 131# RE Rail Class No. 2	186.91	NT	50.00	9345.50
9775 ln. ft. S.H. 131# RE Rail Class No. 2 plus	213.10	NT	50.00	10655.00
946 pcs. S.H. Joint bars for 131# 4 hole rail	363.45	cwt	3.70	1344.77
S.H. Insulated joint bars for 131# 4 hole RE Rail	848#	cwt	3.70	31.38
10340 pcs. SH 8"x14" Tie plates for 131# RE Rail	2293.41	cwt	3.20	7338.91
SH Erickson Rail Anchors	5776	ea.	.22	1270.72
SH Improved Fair Rail Anchors	43	ea.	.22	9.46
45230 pcs. 5/8"x6¼" Trk. spikes	395.76	cwt	1.50	593.64
				35148.13

Total Material Released $41177.20

October 1952

Labor:

PR 713-1 Extra Gang 746
Spotting and Lining Track

Foreman	52 hrs.	1.90135 hr.	98.87	
Timekeeper	52 "	1.59265 "	82.82	
Truck Driver	52 "	1.715 "	89.18	
Laborers	468 "	1.499 "	701.53	972.40

Mlo

Travel Time:					
Foreman	22 hrs.	1.90135 hr.	$ 41.83		
Timekeeper	22 "	1.59265 "	35.04		
Truck Driver	22 "	1.715 "	37.73		
Laborers	192 "	1.499 "	287.80	$402.40	
Camp tenders	88 "	1.499 "	131.91		
" "	17 "	2.25 "	38.25		
Service Truck	3 "	2.575 "	7.70	177.86	
Spotting & Lining Tracks					
PR 713-2 Ex. Gang - Gang 746					
Foreman	24 hrs.	1.90135 "	45.63		
Timekeeper	24 "	1.59265 "	38.22		
Truck Driver	24 "	1.715 "	41.16		
Laborers	480 "	1.499 "	719.49	844.50	
Surface & Line Tracks:					
Foreman	8 hrs.	349.85 mo.	15.22		
Material Clerk	8 "	308.05 "	13.39		
Welder	8 "	1.955 hr.	15.64		
Truck Driver	8 "	1.715 "	13.72		
P.T.M.O.	16 "	1.631 "	26.10		
Laborers	336 "	1.499 "	503.66		
Close time rolls	3 "	2.73 "	8.19	595.92	
		Regular time		2938.94	
		Overtime		54.14	
3% Vacation allowance on 2938.94				88.17	
6½% RR Retirement & Unemployment on 3081.25				200.28	
4% Insurance on 3081.25				123.25	$3404.78
Rental of Boarding Outfits					
Form 1253					
Extra Gang 746					
15 cars - 419 days @ 1.016 day			425.70		
Basis for Apportionment:					
Total hours worked	3990				
Hours this job	1542 - 38.65%				
38.65% of 425.70					164.53
Outfit Gang 750					
23 cars - 878 days @ 1.016 day			892.05		
Basis for Apportionment:					
Total hours this job	9494				
Hours this job	387 - 4.08%				
4.08% of 892.05					36.40

Extra Gang 746 Stude Truck MW 69 1½ ton 406 mi. @ .05 mi.	$20.30	
Extra Gang 750 Stude Truck MW 70 1½ ton 24 mi. @ .05 mi.	1.20	$ 21.50

Work Train Service

Date	Eng. No.	Description	Hrs.	Min.	Trainmen	Enginemen	
16	2171	Dump Ballast Handle Crane 0287	14	55	107.77	67.62	
29	2171	Dump Ballast	10	-	59.20	42.90	
30	2171	Unload Ballast	6	45	41.18	29.84	
					208.15	140.36	
						208.15	
						348.51	
		3% Vacation allowance on 348.51				10.46	
		6½% RR Retirement & Unemploy. on $358.97				23.33	
		4% Insurance on 358.97				14.36	396.66

PR Other Gangs 713-1
Loco Crane Operator
Loading & Unloading S.H. Ties

8 hrs.	1.991hr.	15.93	
3 "	2.985 "	8.96	
8 "	1.655 "	13.24	
3 "	2.485 "	7.46	
	Regular time	29.17	
	Overtime	16.42	
3% Vacation allow. on 29.17		.88	
6½% RR Retirement & Unemploy. on 46.47		3.02	
4% Insurance on 46.47		1.86	51.35

Rental of Equipment:	8 hrs.	.59 hr.	4.72	
0287 Loco Crane	1 day	1.47 day	1.47	6.19
5 cars - 1 day - 5 car days @ 1.016 day				5.06
Eng. 2171 192 mi. @ 1.034 mi.			198.52	

Ml.

3 days	5.76 day		$17.28	
Freight - St. Johns, Ore. to Meno - 66 mi. 13020# - 430 ton miles @ .01			4.30	$220.10

November 1952

Labor:

PR - 713-1 Extra Gangs
Extra Gang 746
Surface & Line tracks

Foreman	59 hrs.	349.85 mo.	$135.80	
"	9 "	3.10 hr.	27.90	
Timekeeper	59 "	293.05 mo.	113.75	
Laborers	16 "	2.60 hr.	41.60	
"	1261 "	1.499 "	1890.23	
"	21 "	2.25 "	47.25	2256.53

PR 713-2 Extra Gangs
Extra Gang 746
Surface & Line tracks:

Foreman	24 hrs.	349.85 mo.	55.24	
Timekeeper	24 "	293.05 "	46.27	
"	4 "	2.60 hr.	10.40	
Laborers	552 "	1.499 "	827.47	
"	12 "	2.25 "	27.00	966.38

Regular time	3068.76	
Overtime	154.15	
3% Vacation allow. on 3068.76	92.06	
6¼% RR Retirement & Unemploy. on 3314.97	215.47	
4% Insurance on 3314.97	132.60	3663.04

Rental of Equipment
Outfit Gang No. 746

16 cars - 424 days @ 1.016	430.78	

Basis for apportionment:

Total hours worked	3790	
Hours this job	2041 - 53.85%	
53.85% of 430.78		231.98

December 1952

PR 713 - Extra Gang 746
Resurface & line tracks:

Foreman	32 hrs.	349.85 mo.	63.61
Timekeeper	24 "	293.05	39.96
Truck Driver	32 "	1.715 hr.	54.88

Laborers	920 hrs.		1.499 hr.	$1379.08		
P.T.O.	24 "		1.547 "	37.13		
Camp Tender Days						
	35 "		1.499 "	52.46		
"	16 "		2.25 "	36.00		
Camp Tender Nights	35 "		1.499 "	52.47		
Foreman	8 "		349.85 mo.	15.90		
Timekeeper	8 "		293.05 "	13.32		
Laborer	160 "		1.499 hr.	239.84		
Truck Driver	8 "		1.715 "	13.72	$1998.37	
Extra Gang 750						
Resurfacing & Lining						
Foreman	56 hrs.		349.85 mo.	111.32		
Asst. Foreman	40 "		294.85 "	67.01		
Matl. Clk.	56 "		308.05 "	98.02		
Welder	8 "		1.955 hr.	15.64		
Truck Operator	112 "		1.715 "	192.08		
P.T.M.O.	72 "		1.631 "	117.43		
Laborers	2220 "		1.499 "	3327.78		
Camp Tender	40 "	OT	2.25 "	90.00		
Delayed by wreck - Foreman	1 "	OT	3.10 "	3.10		
Matl. Clerk	1 "	OT	2.73 "	2.73		
Truck Opr.	2 "	OT	2.575 "	5.15		
P.T.M.O.	1 "	OT	2.445 "	2.45		
Laborers	39 "	OT	2.25 "	87.75	4120.46	
Regular time					5891.65	
Overtime					227.18	
3% Vacation allowance on 5891.65					176.75	
6½% RR Retirement & Unemploy. on 6295.58					409.21	
4% Insurance on 6295.58					251.82	$6956.61

Rental of Equipment:

Boarding outfit 746

15 cars - 465 days @ 1.016		472.44	
Basis for apportionment:			
Total hours worked	5335		
Hours this job	1302 - 24.40%		
24.40% of 472.44			115.28

Extra Gang 750

30 cars - 930 days @ 1.016		944.88	
Basis for apportionment:			
Total hours worked	8236		
Hours worked this job	2564 - 31.13%		
31.13% of 944.88			294.14

T.E. #1156		
3 cars, 150 cu. yds. Crushed rock	$201.05	$201.05
Freight:		
Barnhart to Hood River - 145 mi.		
150 cu. yds. 2600# cu. yd.		
195 tons x 145 mi. 28,275 ton mi. @ .01		282.75

Work Train Service:

Date	Eng. No.	Description	Hrs. Min.	Trainmen	Enginemen	
12-23-52	2510	Dump Ballast	12	71.01	51.44	
				71.01	51.44	
					71.01	
					122.45	
3% Vacation allowance on 122.45					3.67	
6½% RR Retirement & Unemploy. on 126.12					8.19	
4% Insurance on 126.12					5.04	139.35

Rental of Equipment - Eng. 2510		
72 mi. @ 1.034	74.45	
1 day @ 5.76	5.76	
Freight: St. Johns, Oreg. to Meno - 66 mi.		
24529# - 809 ton mi. @ .01 ton mi.	8.09	88.30

January 1953

PR 713 - Extra Gangs
Gang No. 746
Surface & Line:

Foreman	24 hrs.	348.16 mo.	49.74	
Timekeeper	24 "	291.36 "	41.62	
Truck Driver	24 "	1.705 hr.	40.92	
P.T.O.	24 "	1.537 "	36.89	
Laborers	864 "	1.489 "	1286.49	
			1455.66	
3% Vacation allow.			43.67	
6½% RR Retirement & Unemploy. on 1499.33			97.46	
4% Insurance on 1499.33			59.97	1656.76

Form 1253			
Rental of Boarding Equip.			
Extra Gang 746			
16 cars - 468 days @ 1.016 day		475.49	
Total hours worked	7564		
Hours this job	960 - 12.69%		
12.69% of 475.49			60.34

TMC

Stude. Truck MW 69 - 1½ ton 135 mi. @ .05 mi.				$ 6.75

PR 713 - PR Tracks Sec. 10 (4920)
Patroling, aligning, surfacing new track

Foreman	44 hrs.	2.795 hr.	$122.98	
Laborers	96 "	1.525 "	146.40	
"	188 "	1.489 "	279.93	
Foreman	48 "	1.864 "	89.47	
Laborers	40 "	2.29 "	91.60	
"	40 "	2.235 "	89.40	
		Regular time	638.78	
		Overtime	181.00	
3% Vacation allow. on 638.78			19.16	
6½% RR Retirement & Unemploy. on 838.94			54.53	
4% Insurance on 838.94			33.56	927.03

February 1953

PR 713-1 Ex. Gang 746
Surface & Line Track :

Foreman	7 hrs.	2.06 hr.	14.42
Camp Tender Day	16 "	1.489 "	23.82
Camp Tender Night	16 "	1.489 "	23.82
Camp Tender Day OT	32 "	2.233 "	71.47
Camp Tender Night OT	16 "	2.233 "	35.74

Spotting & Lining tracks:

Foreman	16 hrs.	2.06 hr.	32.96
Truck Driver	16 "	1,705 "	27.28
P.T.O.	16 "	1.537 "	24.59
Laborers	422 "	1.489 "	628.36

Surface & Line Track:

Foreman	20 hrs.	2.06 "	41.20
Truck Driver	20 "	1.705 "	34.10
P.T.O.	20 "	1.537 "	30.74
Laborers	444 "	1.489 "	661.12
Foreman OT	3 "	3.085 "	9.26
Camptender Day	24 "	1.489 "	35.74
Camptender Night	24 "	1.489 "	35.74
Foreman OT	4 "	3.085 "	12.34
Laborers	55 "	1.489 "	81.90
		Regular time	1695.79
		Overtime	128.81

746

3% Vacation allow. on 1695.79	$ 50.87	
6½% RR Retirement & Unemploy. on 1875.47	121.91	
4% Insurance on 1875.47	75.02	$2072.40

Rental of Equipment:
Form 1253 Outfit No. 746

14 Cars - 392 days @ 1.016 day	398.27	

Basis for apportionment:

Total hours worked	4554	
Hours this job	1171 - 25.71%	
25.71% of 398.27		102.40

PR 713, Extra Gang 746
Spotting & Lining tracks:

Foreman	16 hrs.	2.08 hr.	33.28
Truck Driver	16 "	1.705 "	27.28
P.T.O.	32 "	1.537 "	49.18
Laborers	512 "	1.489 "	762.37
Foreman	24 "	2.08 "	49.92
Truck Driver	24 "	1.705 "	40.92
P.T.O.	48 "	1.537 "	73.78
Laborers	776 "	1.489 "	1155.46

Foreman Work on Reports and Sign New Men OT	4 hrs.	3.06 "	12.24
Camp Tender Day	24 "	1.489 "	35.74
Camp Tender Day OT	8 "	2.235 "	17.88
Camp Tender Night	24 "	1.489 "	35.74
Camp Tender Night OT	4 "	2.235 "	8.94
Camp Tender Day	24 "	1.489 "	35.74
Camp Tender Night	24 "	1.489 "	35.74

PR 713 Tracks Sec. 10
Patrolling, aligning, surfacing
new Track account grade settlement:
(F 4920)

Foreman	23 hrs.	2.795 hr.	64.28
Laborers	124 "	1.525 "	189.10
"	112 "	1.489 "	166.76
"	48 "	1.864 "	89.47
		Regular time	2844.76
		Overtime	39.06

3% Vacation allow. on 2844.76		$ 85.34	
6½% RR Retirement & Unemploy. on 2969.16		193.00	
4% Insurance on 2969.16		118.77	$3280.93

Additional compensation for the period December 1, 1952 to March 31, 1953, inclusive, under the Guthrie Award, dated March 18, 1953.

December 1952				
PR 713 Extra Gang 746				
Resurface and line track				
	1246 hrs.	.04 hr.	49.84	
	16 "	.06 "	.96	
Extra Gang 750				
	2468 "	.04 "	98.72	
	83 "	.06 "	4.98	
January 1953				
Extra Gang 746				
	946 hrs.	.04 hr.	37.84	
PR Tracks Sec. 10				
Patrolling, aligning & surface new tracks:				
	412 hrs.	.04 hr.	16.48	
February 1953				
Extra Gang 746				
Surface & Line Tracks				
	32 hrs.	.04 hr.	1.28	
	48 "	.06 "	2.88	
Spotting & Lining Tracks:				
	454 hrs.	.04 hr.	18.16	
Surface & Line Tracks:				
	587 hrs.	.04 hr.	23.48	
March 1953				
Sporting & Line Tracks				
Extra Gang 746				
	1504 hrs.	.04 hr.	60.16	
	12 "	.06 "	.72	
		Regular time	305.96	
		Overtime	9.54	
3% Vacation allow. on 305.96			9.18	
6½% RR Retirement & U. Tax on 324.68			21.10	
4% Insurance on 324.68			12.98	358.76

Mh

Extra Gang 746					
Boarding Outfit:					
14 Cars - 404 days @ 1.016 day			$410.46		
Basis for apportionment:					
Total hours worked		6809			
Hours this job		1560 - 22.91%			
22.91% of 410.46					$ 94.04
April 1953:					
PR - Other Gangs					
Loading S.H. Ties Crane 0287					
	8 hrs.	1.991 hr.	15.93		
	1½ "	2.985 "	4.48		
	8 "	1.655 "	13.24		
	1½ "	2.485 "	3.73		
		Regular time	29.17		
		Overtime	8.21		
3% Vacation allow. on 29.17			.88		
6½% RR Retirement & Unemploy. on 38.26			2.49		
4% Insurance on 38.26			1.53		42.28
Rental Crane 0287					
Loco Crane 2 days @ 6.19				$12.38	
5 Cars - 10 days @ 1.016 da				10.16	22.54
PR 717-1 Frog Repair Gang #2					
Harden rail ends					
Welder	16 hrs.	1.955 hr.	31.28		
Helper	16 "	1.655 "	26.48		
Section #10					
Section Foreman	16 "	2.81 "	44.96		
Laborers	88 "	1.535 "	135.08		
			237.80		
3% Vacation allow. on 237.80			7.13		
6½% RR Retirement & Unemploy. on 244.93			15.92		
4% Insurance			9.80		270.65
1780 cu. ft. Acetylene		2.24 C.cu.ft.	39.87		
1464 " Oxygen		.78 C	11.42		
			51.29		
5% Handling			2.56		53.85

June 1953:

PR - Other Gangs		
Loco Crane 0287		
Loading S.H. Ties		
16 hrs. 1.991 hr.	$31.85	
16 " 1.655 "	26.48	
	58.33	
3% Vacation allow.	1.75	
6½% RR Retirement & Unemploy. on 60.08	3.91	
4% Insurance on 60.08	2.40	$ 66.39
TE #505		
Work Train Service		
Hauling Rip Rap		
Wages for Trainmen	66.72	
Wages for Enginemen	49.63	
	116.35	
3% Vacation allow.	3.49	
6½% RR Retirement & Unemploy. on 119.84	7.79	
4% Insurance on 119.84	4.79	132.42
TE #562 - Cost of Rip Rap		
Freight - 11 cars 330 cu. yds. @ 46.594 per car		512.53
Barnhart to Hood River - 145 mi.		
330 cu. yds. @ 2582# cu. yd.		
426 tons x 145 mi. - 61770 ton mi. @ .01		617.70
Rental of Equipment:		
Eng. 7862 - Work Train		
72 mi. @ 1.034 mi.	74.45	
1 day @ 5.76 day	5.76	
Freight:		
St. Johns, Oregon to Meno		
8851# - 292 ton mi. @ .01	2.92	83.13
Loco Crane 0287 & Equipment:		
2 days 6.19 day	12.38	
5 cars - 10 days @ 1.016 day	10.16	22.54
Vo. No. 331414		
Personal Expenses		
Teleg. - Clerk with Work Train		3.00
TE #605		
Work Train Service - Handle Rip Rap		
Wages - trainmen	66.45	
- enginemen	40.75	
	107.20	
3% Vacation allow	3.22	
6½% RR Retirement & Unemp. on 110.42	7.18	
4% Insurance on 110.42	4.41	122.01

Rental of Equipment:				
Engine 7862 Work Train				
72 mi. @ 1.034 mi.		$74.45		
1 day @ 5.76 day		5.76		
Freight:				
St. Johns, Ore. to Meno - 66				
8851# @ 292 ton mi. @ .01		2.92		$ 83.13
9 Cars Rip Rap	36.06 car			324.54
Freight: Barnhart to M.P. 57 - 151 mi.				
270 cu. yds. @ 2582# cu. yd.				
349 tons x 151 mi. 52699 ton mi. @ .01				526.99
Vo. No. 358105				
Personal Expenses				
Teleg. Clerk with Work Train				2.00
Vo. No. 343176				
Morrison-Knudsen Co.				
Rental of Equipment				
for placing rip rap				94.33
Cost to Compile Bill:				
Bill Clerk:				
Nov. 1955	26 hrs. (22) 346.22	51.14		
Dec. 1955	8 hrs. (22) 371.45	16.88		
Jan. 1956	56 hrs. (22) 371.45	118.19		
Feb. 1956	51 hrs. (21) 371.45	112.77		
Mar. 1956	36 hrs. (22) 371.45	75.98		
Apr. 1956	40 hrs. (21) 371.45	88.44		
Typist Apr. 1956	6½ hrs. (21) 332.40	12.86		
CompOpr. Apr 1956	8 hrs. (21) 325.21	15.49		
			491.75	
4% Vacation Allowance on	491.75		19.67	
2% Paid Holidays on	491.75		9.83	
6½% RR Retirement & Unemployment tax on	521.25		33.88	
3% Compensation Insurance on	521.25		15.65	
1% Public Liability Insurance on	521.25		5.22	
1% Health & Welfare on	298.98		2.99	
2% Healty & Welfare on	192.77		3.85	
				582.84
	Total			$176258.43

FORM E-123 50M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

March 28, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 Highway Building
Salem, Oregon

Dear Sir:

Re: Bryant Park-Hood River Section
Federal Aid Project FI 174(14)

Enclosed please find one copy each of Union Pacific Railroad Company's bills [illegible], 653239, [illegible] (F) ([illegible]) and [illegible] (F)([illegible]) and one copy of State-Railroad Agreement No. 383 dated November [illegible], 1951. Will you please audit these bills and advise us as to whether or not they are in accordance with [illegible] 299.

All data enclosed is a part of our office records for this job. We would appreciate return of the same on completion of the audit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:aa

Enclosures

cc P. M. Stephenson
C. A. Gardner

Salem, Oregon February 7, 1955

STATE OF OREGON

To Union Pacific Railroad Company, Dr.
Omaha 2, Nebraska

Project Wygant Park-Hood River

Highway Comm. Agreement No. RR 383

Sub-Division No.

Ry. Company's Agreement No. Audit 76862

Estimate No. 3

Period Covered August, Sept., Oct., Nov., 1952 March 1953

Prefix & Acct. No. 12-10-[illegible] See bills

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 631979	20,957.06	20,957.06	-o-
633239	19,123.45	19,123.45	-o-
640830 (F) (T)	197,468.55	-o-	197,468.55
641448 (F) (S)	28,454.92	-o-	28,454.92
Totals	266,003.98	40,080.51	225,923.47
Retained 10 %	26,600.40	4,008.05	22,592.35
Total Payments	239,403.58	36,072.46	203,331.12

RECEIVED
NOV 14 1955
DIVISION 8

Pay This Estimate $203,331.12

Computed by

Checked by

Approved Field Engr.

Approved:

Bridge Office Engineer

Previous Voucher No.

To L.K. Blickenstaff DATE 1/27/55

Herewith 3 copies of UP Bill 641 & 648 Fiscal on Wyaant Park - Hood R Sec for check and approval Please return all 3

SIGNED Gardner

PLEASE REPLY HERE

TO ____________________ DATE ____________

[illegible]

SIGNED ____________________

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

To R.V. Blickensdf DATE 1/27/55

Herewith 3 copies of UP bill 64830 Final - track work on Wygant Park - Board R Sec for check and approval. Please return all 3

SIGNED Gardner

PLEASE REPLY HERE

To ______ DATE ______

Returned
2/1/55

SIGNED ______

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

Rediform NO. 220

Feb. 2, 1955

Wygant Park-Hood River Section
Columbia River Highway
Contract 3605

SFO 14-1019-285
Re-establish Railroad tracks

Approved herewith	$197,468.55

Res. Engr. L.V. Blickenstaff

24546
22958
40637

3-53-100M

Form 130A

State of Oregon
State Highway Commission
Salem, Oregon

BILL NO. 640830

MONTH'S ACCOUNT Dec. 1954

JF DEPT. NO. 8290

DATE MADE JAN 12 1955 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR cost of construction of line changes between MP 56.5 and MP 58.5 consisting of 9182 ft. of new main track and 1864 ft. of passing track, shifting 1000 ft. of main track and 300 ft. of passing track, retiring 9197 ft. of main track and 1864 ft. of passing track near Meno, Mitchell Point section, for State of Oregon in accordance with Agreement Audit No. 76862 dated Nov. 8, 1951. Our Work Order 6008 OW.		
Final Billing		197468
Detail Attached		

RECEIVED
NOV 14 1955
DIVISION 8

1.6.55

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of Constructing line change between M.P. 56.5 and M.P. 58.5 consisting of 9182 ft. of New Main track and 1864 ft. of passing track, retiring 9197.6 ft. of main track, 1864 ft. of passing track and rock protection fence, near Meno, Mitchell Point Section in accordance with Agreement Audit No. 76862 dated Nov. 8, 1951 section 3 paragraph (h).

Our Work Order 6808 OW

- August 1952 -

Final Billing

Labor:

August, 1952

Payroll 701 - Supt. Oregon.					
Asst. Engr.	6 days	445.00 Mo.	(21 day)	127.14	
Rodman	8 "	323.20 "	"	123.12	
Instrument man	2 "	368.20 "	"	35.07	
				285.33	
10% Supervision, Acctg. etc.				28.53	
3% vacation allowance				8.56	
6% RR Retirement & Unemployment on 293.89				17.63	340.05

Personal Expenses:

Asst. Engr.	Vo. No. E 223060	31.50	31.50	
Rodman	Vo. No. E 222536	22.95	22.95	
"	Vo. No. E 222552	16.20	16.20	
Instrumentman	Vo. No. E 222548	17.25	17.25	
				87.90

September, 1952 Payroll 701

Asst. Engr.	1½ days	445.00 Mo.	(20 day)	33.38	
Rodman	1 "	323.20 Mo.	"	16.16	
"	2 "	323.20 Mo.	"	32.32	
Instrument man	1 "	368.20 Mo.	"	18.41	
				100.27	
10% Supervision, Acctg. etc.				10.03	
3% Vacation Allowance				3.01	
6% RR Retirement and Unemployment on $103.28				6.20	119.51

Personal Expenses:

Asst. Engr.	Vo. No. E 24[illegible]	[illegible]	
Instrumentman	Vo. No. E [illegible]	[illegible]	
Rodman	Vo. No. E 244[illegible]71	4.[illegible]	
"	Vo. No. E 244737	11.40	[illegible]

Extra Gangs

Gang 746				
Hauling and Placing track ties.		346.46 Mo. (21 day)	98.98	
Foreman	48 hrs.	289.66 " "	82.78	
Timekeeper	48 "	1.695 Hr.	81.36	
Truck Operator	48 "	1.479 "	2253.99	
Laborers	1524 "			
Dumping and Placing ballast		346.46 Mo.	12.37	
Foreman	6 hrs.	289.66 "	10.34	
Timekeeper	6 hrs.	1.695 Hr.	10.17	
Truck Operator	6 "	1.479 "	275.09	
Laborers	186 "			
	1832			
Gang 750				
Moving from Clarmie to Hood River		346.46 Mo.	16.50	
Foreman	8 hrs.	3.07 hr.	9.21	OT
"	3 "	1.72 "	13.76	
Asst. Foreman	8 "	289.66 Mo.	13.79	
Timekeeper	8 "	2.57 hr.	7.71	OT
"	3 "	1.935 hr.	15.48	
Welder	8 "	2.905 "	8.72	OT
"	3 "	1.695 "	27.[illegible]	
Truck Driver	16 "	2.545 "	7.64	OT
" "	3 "	1.611 "	38.66	
PTMO	24 "	2.415 "	14.49	OT
"	6 "	1.479 "	851.90	
Laborers	576 "	2.22	46.62	OT
"	21 "			
Install Rail Anchors			38.66	
PTMO	24 "	1.611 "	[illegible]	
Laborers	208 "	1.479		
"				
Unloading and Distributing Material				
		346.46 Mo.	95.93	
Foreman	47 hrs.	289.66 "	81.04	
Timekeeper	47 "	304.66 "	70.73	
Material Clerk	39 "	1.935 Hr.	90.94	
Welder	47 "	1.695 "	159.33	
Truck Driver	94 "	1.479	4929.51	
Laborers	3333 "	2.22 "	53.28	OT
"	24 "	1.611 "	215.89	
PTMO	134 "			
Gang 746				
Unload Ballast				
		346.46 Mo.	18.56	
Foreman	9 hrs.	289.66 "	5.17	
Timekeepers	3 "	1.695 hr	[illegible]	
Truck Operator	3 "	1.479 "	[illegible]	
Laborers	31 "			

Gang 746 (Cont.)

Travel Time			
Foreman	20 Hrs.	346.46 Mo.	41.25
Timekeeper	20 "	289.66 "	34.48
Truck Operator	20 "	1.695 Hr.	33.90
P.T.M.O.	20 "	1.611 "	32.22
P.T.O.	20 "	1.527 "	30.54
Laborers	540 "	1.479 "	798.66
Raising Tracks			
Foreman	33 "	346.46 Mo.	68.05
Timekeeper	39 "	289.66 "	67.24
Truck Operator	39 "	1.695 Hr.	66.11
P.T.M.O.	42 "	1.611 "	67.66
P.T.O.	42 "	1.527 "	64.13
Laborers	1033 "	1.479 "	1527.81
Haul tools & Material			
Foreman	3 "	3.07 Hr.	9.21
Timekeeper	3 "	2.57 "	7.71
Truck Operator	3 "	2.545 "	7.64
Laborers	12 "	2.22 "	26.64
Camp Duties			
Laborers	80 "	1.479 "	118.32
"	24 "	2.22 "	53.28
Lining tracks			
Foreman	18 "	346.46 Mo.	27.12
Timekeeper	9 "	289.66 "	15.52
Laborers	324 "	1.479 Hr.	479.20
Dressing ballast			
Timekeeper	9 "	289.66 Mo.	15.52
Truck Operator	18 "	1.695 Hr.	30.51
P.T.M.O.	18 "	1.611 "	29.00
P.T.O.	18 "	1.527 "	27.49
Laborers	168 "	1.479 "	248.47
Haul tools & Material			
Foreman	3 Hrs.	3.07 "	9.21
Timekeeper	3 "	2.57 "	7.71
Laborers	6 "	2.22 "	13.32
Timekeeper - Close out time rolls	8 "	2.57 "	20.56
Gang 750 - Install Switch			
Foreman	8 "	346.46 Mo.	16.[illegible]
P.T.M.O.	15 "	1.611 Hr.	25.78
Laborers	208 "	1.479 "	307.63

Surface & Line

Foreman	16 Hrs.	346.46 Mo.	
"	1 "	3.07 Hr.	
Timekeeper	80 "	289.66 Mo.	
"	11 "	2.57 Hr.	
Material Clerk	48 "	304.66 Mo.	
"	3 "	2.70 Hr.	
Welder	80 "	1.935 Hr.	
"	3 "	2.905 "	
Truck Operator	160 "	1.695 "	
" "	11 "	2.545 "	
P.T.M.O.	184 "	1.611 Hr.	
"	9 "	2.415 "	
Laborers	3088 "	1.479 "	
"	182 "	2.22 "	

Dumping Ballast

Foreman	16 "	346.66 Mo.	
Material Clerk	32 "	304.66 "	
P.T.M.O.	32 "	1.611 Hr.	
Laborers	320 "	1.479 "	

Gang 750
Lay New Rail

Foreman	33 "	346.66 Mo.	
Timekeeper	33 "	289.16 "	
"	5 "	2.57 Hr.	
Material Clerk	33 "	304.66 Mo.	
Welder	33 "	1.935 Hr.	63.86
P.T.M.O.	82 "	1.611 "	132.11
Truck Operator	66 "	1.695 "	111.87
Laborers	2251 "	1.479 "	3329.23

Gang 746

Travel Time			
Foreman	18 "	346.66 Mo.	37.12
Timekeeper	18 "	289.16 "	30.98
Truck Driver	18 "	1.695 Hr.	30.51
Laborers	560 "	1.479 "	828.24
Camp tender	72 "	1.479 "	106.49
	Total Labor		25946.17

Overtime

9.21
7.71
8.72
7.64
14.49
46.62
53.28
9.21
7.71
7.64
26.64
53.28
9.21
7.71
13.32
20.56
3.07
28.27
8.10
8.72
28.00
21.75
404.04
12.85
*
817.75 *

	Forward	25946.17	
10%	Supervision, Accounting, etc.	2594.62	
3%	Vacation Allowance	778.39	
6%	RR Retirement & Unemployment on 26,724.56	1603.47	30922.65

Form 1253 - Rental of Equipment 8/5 U/m 31

Boarding Outfit Extra Gang 746

14 X31 X1.016

09894	Bunk	31 day	2.75	day	85.25	
09594	"	"	2.75	"	85.25	
01531	"	"	2.75	"	85.25	
01613	"	"	2.75	"	85.25	
176274	Coal	"	2.00	"	62.00	
07536	Bath	"	2.75	"	85.25	
07717	Water	"	2.75	"	85.25	
04467	Diner	"	2.75	"	85.25	
04888	Kitchen	"	2.75	"	85.25	
04815	Commsy	"	2.75	"	85.25	
176270	Tool	"	2.00	"	62.00	
01042	Office	"	2.75	"	85.25	
0D0239	Foreman	"	2.75	"	85.25	
13324) 24720)	Ice	"	2.00	"	62.00	
					1123.75	440.94

Basis for Apportionment:

Total Hours Worked	5697		
Hours this job	4549	80%	
80% of 1123.75			899.00

Extra Gang 750 8/2 U/m 31

35[illegible].75

60130	Gondola	31 days	2.00	day	62.00
03489	Timekeeper	"	2.75	"	85.25
09699	Foreman	"	2.75	"	85.25
04279	Diner	"	2.75	"	85.25
0635	Kitchen	"	2.75	"	85.25
0622	Diner	"	2.75	"	85.25
04476	Diner	"	2.75	"	85.25
04801	Commsy.	"	2.75	"	85.25
07870	Tank	"	2.75	"	85.25
07897	"	"	2.75	"	85.25
07642	Bath	"	2.75	"	85.25
07565	"	"	2.75	"	85.25
0731	Welder	"	2.75	"	85.25
09593	Mechanic	"	2.75	"	85.25
176582	Box	"	2.00	"	62.00
010241	Bunk	"	2.75	"	85.25
09387	"	"	2.75	"	85.25
01519	"	"	2.75	"	85.25
0[illegible]1411	"	"	2.75	"	85.25
01022	"	"	2.75	"	85.25
[illegible]0708	"	"	2.75	"	85.25
[illegible]1035	"	"	2.75	"	85.25
04644	"	"	2.75	"	85.25
32685	Ice	"	2.00	"	62.00
04802	Commy	"	2.75	"	85.25

Extra Gang 750 (Cont.)

01033	Bunk	31 days	2.00 day		
51314	Flat	31 days	2.00 day	85.25	
4091	Tank	"	2.00 "	62.00	
176193	Box	"	2.00 "	62.00	
150524	"	"	2.00 "	62.00	
55904	Flat	"	2.00 "	62.00	
56572	"	"	2.00 "	62.00	
55377	"	"	2.00 "	62.00	
90855	Ice	"	2.00 "	62.00	
			2.00 "	62.00	
				62.00	
				2642.75	34 x 31 x 1.016
				[illegible].56	

Basis for Apportionment:
Total Hours worked 12446
Hours this job 11728 94%
94% of 2642.75 2484.19

Truck Rental 1006.61
Extra Gang 746 963 mi [illegible]
Truck M.W. 691½ ton 24 days @ 6.00 day ,144.00
Proportion this job 80% 115.20
Extra Gang 750
Truck M.W. 70 & 71 1½ Ton 228 mi [illegible]
48 days @ 6.00 day 288.00
Proportion this job 94% 270.72 385.92

Extra Gang 750
Power Jack J-4 2 days $7.50 day 3.01 15.00
Power Rail Saw RS-21 1 day 3.50 " [illegible] 3.50 18.50

Payroll - Other Gangs
Loco Crane 0287
Handle track Material

48 hrs.	1.971 hr.	94.61	
4½ "	2.955 "	13.29 — 05	
48 "	1.635 "	78.48	
4½ "	2.455 "	11.04	197.42

Handle Steel

72 hrs.	1.971 Hr.	141.91	
1 "	2.955 "	2.96 ← 07	
72 "	1.635 "	117.72	
1 "	2.455 "	2.46 ←	265.05
			462.47

10% Supervision Acctg., etc. 46.25
3% Vacation Allowance 13.87
6% RR Retirement & Unemployment on 476.34 28.58 551.17

Rental of Crane 0287
25 Ton Capy - 14 days @ 30.00 day 6.19 420.00

8/26/52

Ballast:

T.E. #756 & 757 - Crushed Rock Produced
at Barnhart Quary
136 Cars - 6800 Cu. Yds. Car 73.2525 9962.34 9962.34

313.
9649.

T.E. #705 - Work Train Service

Aug

6.03

Date		Eng. No.	Description	Hrs.	Min.	Trainmen	Engine men	
4		2111	Spread & Dump Ballast	13	20	80.20	70.89	200
5	5	2111	" Gravel	14	-	89.02	77.29	222
6		2111	Unload Track Material	12	-	70.17	50.89	175
7		2111	"	14	-	85.01	61.65	212
8		2111	"	14	-	85.01	61.65	212
11	✓	2111	"	10'20' 14	-	64.42	46.73	241
12	✓	2111	"	12'30 6	45	73.78	53.51	184
13		2111	"	14	-	85.01	61.65	212
14		2111	Haul Ballast	13	30	81.41	59.04	[illegible]
15	27	2111	"	15	10	92.63	79.90	231
15		2209	Unload Ballast	11	30	64.57	61.00	161
18	19	2111	" "	12	30	102.34	66.24	184
19	26	2111	" "	13	-	77.80	56.42	194
21	27	2111	" "	11	20	64.95	47.11	162
22		2111	Haul Rock	12	45	75.79	67.69	189
25	20	2111	Spread "	12		70.17	63.59	175
26	9	2111	" " - 2 [illegible]	13	20	80.20	58.16	[illegible]
27	3	2111	" "	13		77.80	56.42	194
28	5	2111	" "	11	30	66.56	48.27	166
29		2111	Dump Ballast	11	30	66.56	61.00	166
				253	10	1553.40	1209.10	

1553.40

2762.50

14.28
12.41
13.5
15.53

10% Supervision Acctg, etc. 276.25
3% Vacation Allowance 82.88
6% RR Retirement & Unemployment
on 2845.38 170.72 3292.35

Work Train Service:
Telegrapher - Clerk

80 hrs.	1.795 Hr.	143.60
46-1/3 hrs.	2.69 " OT	124.64
24 "	1.779 "	42.70
80 "	1.815 "	145.20
34¼ "	2.72 " OT	93.16
24 "	1.779 "	42.70

592.00

10% Supervision Accounting, etc. 59.20
3% Vacation Allowance 17.76
6% RR Retirement & Unemployment on 609.76 36.59 705.55

Personal Expense
Vo. #225288 39.33

mW 66 ½
832 mi 5

Signal Payroll - Gang 787 8/

Bonding New Track and Wire Switch

Signal Foreman	64 hrs.	43664 Mo.	134.35	
Signal Man	56 "	1.983 Hr.	111.05	
Asst. Signal Man	40 "	1.743 Hr.	69.72	
" " "	48 "	1.719 Hr.	82.51	
" " "	144 "	1.671 Hr.	240.62	
			638.25	
10% Supervision, Acctg., etc.			63.83	
3% Vacation Allowance			19.15	
6% RR Retirement & Unemployment on $657.40			39.44	760.67

Rental Engine 2111 & 2209 20 days @ $85.00 day			1700.00
Supplies used:			
Fuel Oil used:			
5367 Gals @ .0469 Gal		251.71	
Freight: St. Johns Oregon to Meno.			
41595 lbs. @ .135 C#	56.15		
E. C. 6%	3.37		
3% Federal Tax on 59.52	1.79	61.31	

Other Supplies:

Water	$ .0505
Lubricants	.0266
Other Supplies	.0113
Enginehouse Expense	.2110
	$ .2994 per mile

1933 Miles @ $.2994 per mile	1933	578.74	891.76

September, 1952

1993.

115.20

Payroll Extra Gangs No. 713
Gang No. 746

Meno Line Change
Lining Track:

Foreman	41 hrs.	2.06225 Hr.	84.55	
Timekeeper	41 "	1.7241625 hr.	70.69	
Truck Oper	50 "	1.695 "	84.75	
Power Tool Mach. Opr.	12 "	1.611 "	19.33	
Power Tool Opr	24 "	1.527 "	36.65	
Laborers	796 "	1.479 "	1177.28	1473.25

Raising track:							
Foreman	6	Hrs.	2.06225	Hr.	12.37		
Timekeeper	6	"	1.724625	"	10.35		
Truck Operator	6	"	1.695	"	10.17		
Power Tool Mach Opr	14	"	1.611	"	22.55		
" " Opr.	14	"	1.527	"	21.38		
Laborer	115	"	1.479	"	170.09	246.91	
Raising Track: (Overtime)	2	"	3.07	"	6.14		
	2	"	2.57	"	5.14		
	2	"	2.545	"	5.08		
	2	"	2.415	"	4.83		
	2	"	2.29	"	4.58		
	32	"	2.22	"	71.04	96.81	OT
Spotting Track							
Foreman	12	"	2.06225	"	24.75		
Timekeeper	12	"	1.7241625	"	20.68		
Power tool Mach Opr	24	"	1.611	"	38.68		
" " Opr.	24	"	1.527	"	36.65		
Laborers	228	"	1.479	"	337.22	457.98	
Mosier to Meno Traveling time							10 mi
Foreman	18	"	2.06225	"	37.12		
	2	"	3.07	"	6.14		OT
Timekeeper	18	"	1.724162	"	31.04		
Timekeeper (O.T.)	2	"	2.57	"	5.14		OT
Truck Operator	18	"	1.695	"	30.51		
" " (O.T.)	2	"	2.545	"	5.09		OT
Power tool Mach.Opr	14	"	1.611	"	22.55		
" " " O.T	2	"	2.415	"	4.83		OT
Power tool Opr.	18	"	1.527	"	27.49		
" " " (O.T.)	2	"	2.29	"	4.58		OT
Laborers	348	"	1.479	"	514.69		
" (O.T.)	32	"	2.22	"	71.04	780.22	
Gang No. 747 Line Change:							
Foreman:	32	"	346.46	Mo(21 da)	65.99		
Material Clerk	32	"	304.66	" " "	58.03		
Truck Operator	32	"	1.695	Hr.	54.24		
Laborers	408	"	1.479	"	603.43	781.69	
(Overtime)	10	"	3.07	Hr.	30.70		
	10	"	2.70	"	27.00		
	10	"	2.545	"	25.45		
	126	"	2.22	"	279.72	362.87	OT

Gang No. 750							
Surface and Line							
Meno Line Change							
Foreman	38	Hrs.	2.06225	Hr.	78.37		
(O.T.)	14	"	3.07	"	42.98		— OT
Timekeeper	48	"	1.7241625	"	82.76		
" (O.T.)	14	"	2.57	"	35.98		— "
Welder	48	"	1.935	"	92.88		
" (O.T.)	3	"	2.905	"	8.72		— "
Truck Driver	94	"	1.695	"	159.33		
" " (O.T.)	6	"	2.545	"	15.27		—
Power Tool Mch.Opr	134	"	1.611	"	215.87		
" " " "OT	9	"	2.415	"	21.74		— "
Laborers 1.62	1628	"	1.479	"	2407.79		
" (O.T.)	182	"	2.22	"	404.04	— 3565.73	"
Gang 746							
Foreman	6	"	2.06225	Hr.	12.37		
Timekeeper	6	"	1.724	"	10.34		
Truck Driver	6	"	1.695	"	10.17		
Laborers	100	"	1.479	"	147.90	180.78	
Close out time Rolls	4	"	2.57	"	10.28	10.28	— ?OT?
Spotting & Lining Track							
Foreman	60	"	2.06225	"	123.74		
(O.T.)	2	"	3.07	"	6.14		— OT
Timekeeper	60	"	1.724	"	103.45		
(O.T.)	2	"	2.57	"	5.14		— "
Truck Operator	60	"	1.695	"	101.70		
(O.T.)	2	"	2.545	"	5.09		— "
Laborers	966	"	1.479	"	1428.71		
(O.T.)	37	"	2.22	"	82.14	— 1856.11	"
Camp. Tender Duties							
	88	"	1.479	"	130.15		
(O.T.)	18	"	2.22	"	39.96	— 170.11	
Mosier to Meno 10 mi							
Traveling time							
Foreman	22	"	2.06225	"	45.37		
Timekeeper	22	"	1.724	"	37.93		
Truck Operator	22	"	1.695	"	37.29		
Laborers	278	"	1.479	"	411.16	531.75	
Extra Gang 750							
Dump Ballast							
Meno Line Change							
Foreman	8	"	2.06225	"	16.50		
Power tool Mach Opr.	8	"	1.611	"	12.89		
Laborers	80	"	1.479	"	118.32	147.71	
Pick up Old Main Line							
Meno Line Change							
Foreman	32	"	2.06225	"	[illegible]		
(O.T.)	14	"	3.07	"	42.98		— OT
Timekeeper	32	"	1.724	"	55.18		
" " (O.T.)	21	"	2.57	"	53.97		— "

Extra Gang 750 (Cont.)

Welder	32	Hrs.	1.935	61.92	
(O.T.)	14	"	2.905	40.67	O T
Truck Driver	64	"	1.695	108.48	
(O.T.)	17	"	2.545	43.27	"
Power tool Mach Opr.	96	"	1.611	154.66	
(O.T.)	9	"	2.415	21.73	"
Laborers	1600	"	1.479	2366.39	
(O.T.)	166	"	2.22	368.52	3383.76

Pick up displaced material
Meno Line Change

Foreman	64	Hrs.	2.06225	131.98	
(O.T.)	4	"	3.07	12.28	
Timekeeper	32	"	1.724	55.17	
(O.T.)	3	"	2.57	7.71	
Material Clerk	32	"	1.8134	58.03	
Welder	64	"	1.935	123.84	
(O.T.)	4	"	2.905	11.62	
Truck Driver	128	"	1.695	216.96	
(O.T.)	4	"	2.545	10.18	
Power tool Mach Opr	176	"	1.611	283.54	
(O.T.)	4	"	2.415	9.66	
Laborers	2480	"	1.479	3667.92	
(O.T.)	16	"	2.22	35.52	4624.41

Gang 746
Hauling Released Ties

Foreman	3	Hrs.	2.06225	6.19	
Timekeeper	3	"	1.724	5.17	
Truck Driver	6	"2	1.695	10.17	
Laborers	57	"	1.479	84.30	105.83

Other Gangs PR - No. 713
Loco Crane 0287
Handling Track Material for
Meno Line Change

80	Hrs.	1.971		157.68	
7	"	2.955	O.T.	20.69	
80	"	1.635		130.80	
7	"	2.455	O.T.	17.19	326.36

PR 714 Track Sections for Section #11
Lining and Surfacing tracks & Roadway watchmen

Foreman	24	Hrs.	313.96	Mo. (21da)	44.85
"	18	"	2.78	O.T.	50.04
"	7½	"	3.788	O.T.	28.41
Sectionmen	250	"	1.515		378.75
"	223	"	2.275	O.T.	507.33
"	7½	"	3.03	O.T.	22.73
"	24	"	1.491		35.78
	12	"	2.235	O.T.	26.82
	7½	"	2.982	O.T.	22.36

OT

PR 714 (Cont'd)

Sectionmen

18 Hrs.	1.479		26.6
9 "	2.22	O.T.	19.9
7½ "	2.958	O.T.	22.
272 "	1.515		412.0
186 "	2.275	O.T.	423.

Other Gangs PR - 713
Loco Crane 0287
Picking up track Material
old Main Line

32 Hrs.	1.971	63.0
13½ "	2.955	39.8
32 "	1.635	52.
13½ "	2.455	33.

Standing by with work train 9115
Track blocked account blasting

4 Hrs.	2.955	11.8
4 "	2.455	9.8

10% Supervision Accounting, etc.
3% VacationaAllowance
6% RR Retirement & Unemployment on $21953.12

Form 1253
Rental of Equipment
Boarding Outfits - Extra Gang 746

09894	Bunk	30	days	2.75	day	82.
09594	"	30	"	2.75	"	82.
01531	"	30	"	2.75	"	82.
01613	"	30	"	2.75	"	82.
176274	Box(coal)	30	"	2.00	"	60.
07536	Bath	30	"	2.75	"	82.
X82	Water	30	"	2.00	"	60.
04467	Diner	30	"	2.75	"	82.
13324	Ice	21	"	2.00	"	42.
04888	Kitchen	30	"	2.75	"	82.
04815	Commsy.	30	"	2.75	"	82.
176270	Tool	30	"	2.00	"	60.
01042	Office	30	"	2.75	"	82.
010239	4 Man	30	"	2.75	"	82.
07717	Water	9	"	2.75	"	24.
14820	Ice	15	"	2.00	"	32.
64010	Coal	12	"	2.00	"	24.
						1127.

```
96.81
614
514
5.09
4.83
4.58
71.04
368.87
4298
35.98
8.72
1527
21.74
404.04
1028
614
514
5.09
8214
39.96
42.98
53.97
40.67
4327
21.73
368.52
1228
7.71
11.62
10.18
9.66
35.52
20.69
1719
50.04
28.41
507.33
22.73
26.82
22.36
19.98
22.19
423.15
39.89
33.14
11.82
9.82

3050.84
```

3147.65

4'1
8 455.11

Basis for Apportionment:	4137		
Total Hours worked	3773	91.20%	1028.51
Hours this job.			
91.20% of 1127.75	455.77		415.12

Extra Gang 747

173500	Box	30 days	2.00 day	60.00
011419	Comm.	30 "	2.75 "	82.50
010474	Diner	30 "	2.75 "	82.50
04308	"	30 "	2.75 "	82.50
0691	"	30 "	2.75 "	82.50
04334	"	30 "	2.75 "	82.50
0688	Kitchen	30 "	2.75 "	82.50
04803	Comm.	30 "	2.75 "	82.50
4406	Tank	30 "	2.00 "	60.00
07583	Bath	30 "	2.75 "	82.50
07644	"	30 "	2.75 "	82.50
09655	4 Man	30 "	2.75 "	82.50
010219	Bunk	30 "	2.75 "	82.50
09701	Office	30 "	2.75 "	82.50
01509	Bunk	30 "	2.75 "	82.50
04483	"	30 "	2.75 "	82.50
010431	"	4 "	2.75 "	11.00
0742	"	4 "	2.75 "	11.00
04749	"	30 "	2.75 "	82.50
0624	"	30 "	2.75 "	82.50
09661	"	4 "	2.75 "	11.00
176097		30 "	2.00 "	60.00
176178	Gas	30 "	2.00 "	60.00
56254	Flat	30 "	2.00 "	60.00
55996	"	30 "	2.00 "	60.00
90336	Ice	25 "	2.00 "	50.00
17728	"	5 "	2.00 "	10.00
04537	Bunk	30 "	2.75 "	82.50
				1855.50

743.71

Truck MW 64 1½ T
175 mi @ 5¢

23x .. 690
8
4
30
132x
1.016

Basis for Apportionment:	3776		
Total Hours Worked	660	17.48%	
Hours this job			324.34
17.48% of 1855.50	743.71		130.00

Extra Gang No. 750

03489	Office	30 days	2.75 day	82.50
09699	Foreman	30 "	2.75 "	82.50
04892	Comm.	30 "	2.75 "	82.50
04279	Diner	30 "	2.75 "	82.50
0685	Kitchen	30 "	2.75 "	82.50
0622	Diner	30 "	2.75 "	82.50
04476	"	30 "	2.75 "	82.50
04801	Comm.	30 "	2.75 "	82.50
07870	Tank	30 "	2.75 "	82.50
07897	Water	30 "	2.75 "	82.50
07642	Bath	30 "	2.75 "	82.50
07565	"	30 "	2.75 "	82.50

Truck MW 70171
1250 mi @ 5

0731	Welder	30 days	2.75	82.50
09593	Mech.	30 "	2.75	82.50
09597	Bunk	30 "	2.75	82.50
176582	Box	30 "	2.00	60.00
010241	Bunk	30 "	2.75	82.50
09837	"	11 "	2.75	30.25
01519	"	30 "	2.75	82.50
011411	"	30 "	2.75	82.50
01022	"	11 "	2.75	30.25
09708	"	30 "	2.75	82.50
01033	"	30 "	2.75	82.50
01035	"	30 "	2.75	82.50
04644	"	11 "	2.75	30.25
51514	Flat	30 "	2.00	60.00
4041	Gas	30 "	2.00	60.00
176193	Box	30 "	2.00	60.00
150524	Box	30 "	2.00	60.00
55900	Flat	30 "	2.00	60.00
56572	"	30 "	2.00	60.00
55377	"	30 "	2.00	60.00
32685	Ice	22 "	2.00	44.00
90484	"	19 "	2.00	38.00
				2385.25

29 x 30 870
74
944 x
1,016

959.[illegible]

Basis for Apportionment:
Total Hours Worked 9064
Hours this job 7422 81.88%

81.88% of 2385.25 1953.04

785.31

Loco Crane 619

0287	Loco Crane	14 days	30.00 day	420.00
976702	Idler	14 "	Free	
151685	Supply Car	14 "	2.00 "	28.00
91510	Air Dump	14 "	2.00 "	28.00
09741	Outfit	14 "	2.75 "	38.50
09702	"	14 "	2.75 "	38.50

Handle track Material &
Pick up old Main line 553.00 553.00

Vo. No. 236899
Morrison - Knudsen Co., Inc.
Rental of Tractor with
Tie Picker & Loader 712.60
Vo. No. 246975 Do 1076.42

15 days @ 11[illegible] per [illegible] 580.00
Transportation 132.60
712.60

1% Supervision, Accounting
& Inspection 17.[illegible] 1086.[illegible]

Tractor [illegible] 18 days [illegible] 69%
Pickup truck 9/[illegible] - 9 days @ 7.50 67.50
40 hrs @ 6 240.00
[illegible] itor
Operator T. [illegible] [illegible] 1076.42

T. E. #856 - Crushed Rock Produced
at Barnhart Quary:
21 Cars 1050 Cu. Yds. Car 70.9256 1489.44 1489.44

T.E. #805-Work Train Service

Date	Eng. No.	Description	Hrs.	Min.	Trainmen	Enginemen	
1	2111 ×	Spread Ballast	6		40.10	15.53	
2	2111	" "	12	20	72.59	78.10	
3 — 4	2111	Dumping Ballast	12	20	72.59	52.64	
4	2111	" "	12	20	72.59	52.64	
6	2111	" "	6	-	40.10	29.08	
8 8	2111	" "	15	30	96.63	70.09	Switch
11 ✓	2111	Spread "	14	30	89.02	64.56	Outfits + Detach
12	2111	Line Change	14	30	125.11 85.01	90.73	to Wyeth.
15 oil Sum	2111	" "	13	20	80.20 40.10	58.16	61.65
16	2111	Dump Ballast	13	30	81.41	59.04	24.08
22 2	7864	Unload "	2	-	12.02	10.81	
24	7864	Dump Ballast	1	-	5.90	4.33	
/91			122	50	788.26	585.71 788.26	

Telegrapher - Clerk

8 Hrs.	1.815 Hr.	14.52	
5 "	2.72 "	13.60	
		1402.09	
10% Supervision, Acctg., etc.		140.21	
3% Vacation Allowance		42.06	
6% RRRetirement & Unemployment	1444.15	86.65	
		1671.01	1671.01

Personal Expenses

Vo. No. 23[illegible]729	8.00		
Vo. No. 238265	6.00		14.00

Rental of Eng. 2111 10 days @ 85.00	850.00	
" " " 7864 ½ " @ 151.00	75.50	925.50

Supplies used:
Fuel Oil used
120 hrs. @ 6 miles hr. Eng 2111 720 miles
3 " @ 6 " " " 7864 18 "
720 Miles @ 8.73 Gals. per mile 6286
18 " @16.18 " " " 291
6577 Gal

6577 Gals @ .04591 Gal. 301.95
Freight: St. Johns Ore to Reno
50972 # @ .135 C# 68.81
6% Incr. 4.13 72.94

Other Supplies				
Water .0505	.0505			
Lubricants	.0266			
Other Supplies	.0113			
Enginehouse Exp.	.2110			
	.2994 per mile			
738 miles @ .2994 per mile			220.96	595.86
502-1-#1697				
550 PA-2 Tigerweld Bonds ea.	.29	159.50		
10% cost of handling		15.95		
Freight: Denver to Meno				
127# @ 120 C#	1.52			
Plus 15% Incr.	.23	1.75		177.20
Form 485 - #440				
2000 Ctns. Plastic Joint Packing @ .52		1040.00		
10% Cost of Handling		104.00		
5% Freight over our own lines		52.00		1196.00
F. E. #811				
400 Pcs New 2" x 2" x 36" ballast stakes ea.	.12	48.00		
10% Handling Costs		4.80		
5% Freight over our own lines		2.40		55.20

Constructed New Main track E.S. 910 plus 44.1 to E.C. 1001 plus 10.6 and Re-installed (Portion old Main Line Retired) E.S. 1001 plus 10.6 to E. S. 1001 plus 48.6. Total 9104.5 track feet.

Material used:

4951	7 x 9 x 8 Treated Cross ties	ea.	3.41032	16884.48
4951	ties treated at the Dalles @	ea.	.4389	2172.99
9902	HD - DS - 133# tie plates 219,626#	C#	4.66267	10240.46
31099	lbs. 5/8 x 6½" track spikes 31099#	C#	6.0395	1878.23
18044.3	L. ft. 133# 1st Qual Rail 802,368#	NT	76.7484	30790.23
942	133# Joint bars 36" (6) 57462#	C#	5.2515	3017.63
6988	lbs. 1-1/16 x 6" Track Bolts 6988#	C#	9.5805	669.49
[illegible]	1-1/8" Spring washers 378#	M	76.29	230.09
[illegible]	133# Imp. Fair Rail Anchors 15950#	C	38.50	[illegible]
[illegible].5	L ft. 133.4# Ord. Stock Rail 2224#	NT	110.75	[illegible].53
8	Pr. Insulated Joints 1744#	Pr	29.94	239.52

2	Pr. S.H. 131#-133# Compr. Joints 440#	C#	3.70	16.28
76	L Ft. S.H. 130.8# Cls. 2 Rail 3314#	NT	50.00	82.85
21	S.H. 7 x 9 x 8 Treated Cross ties	ea	1.75	36.75
4	Pr. 131# Joint bars, S.H. 154#	C#	3.70	5.70
42	131# 8 x 14" tie plates S.H. 932#	C#	3.20	29.82
16	Erickson Rail Anchors S.H. 44#	ea.	.22	3.52
20#	1-1/16 x 6 track bolts S.H. 20#	C#	1.50	.30
8	Spring washers 1-1/8" S.H. 1#	C#	1.50	.02
110#	5/8" x 6-1/4" track spikes S.H. 110#	C#	1.50	1.65

Constructed New passing track E.S. 98.4 plus 15.3 to E.S. 1002 plus 31.7 - 1816.4 track feet.

5413	ft. B.M. 7 x 9 Switch ties treated	M BM	86.92	470.50 less 15%
5413	B ft. treated @ the Dalles @ BM	ft.	.00105	5.68
1	133# split Switch 24' 6500#	ea.		863.40
1	133# Peg Leg S.R. #14 Frog 3550#	"		722.88
1	133# Mang. Gr. Rail High 507#	"		107.82
1	133# " " " Low 511#	"		112.15
1	High Star Switch Stand 190#	"		56.50
1	Conn. Rod #1 0-3/4" 40#	"		5.28
2	Pr. Insulated Joints 133# 430	Pr.	29.98	59.96
2	Pr. " " 131# 320	"	20.42	40.84
4	Joint Bars 36" (6) 244#	C#	5.25	12.81
281.1	L.Ft. 133.4# 1st Qual Rail 12500#	NT	76.782	479.89
70	133# [illegible] tie Plates 1553#	C#	4.736	73.56
7090	lbs. 5/8 x 6-1/4 Track Spikes 7090#	C#	5.0404	[illegible]
1382	lbs. 1-1/16 x 6" Track Bolts 1382#	C#	[illegible]	[illegible]
564	1-1/8" Spring Washers 71#	M	76.294	43.03
5.5	L. ft. 133.4# Ord Stock Rail 245#	NT	110.75	13.57
936	7 x 9 x 8 Treated Cross ties	ea.	3.41153	3193.19
936	ties treated @ the Dalles	"	.4389	410.81
1836	S.H. 131# HD-DS-tie plates S.H. 39018#	C#	3.20	1248.58
3278.7	L.ft. 130#8# Cls. 2 rail S.H. 142951#	NT	50.00	3573.78
164	131# Joint Bars 36#(6) S.H. 10004#	C#	3.70	370.15
4	131# Abrasion Plates S.H. [illegible]	C#	[illegible]	[illegible]
[illegible]	Erickson Rail Anchors S.H.	ea.	[illegible]	[illegible]
1	[illegible]			[illegible]
[illegible]	133# Abrasion Plates 152# C#		[illegible]	[illegible]
[illegible]	Pr. 131-133# Comp Joints 36" 234# Pr.		20.37	[illegible]
				[illegible]

			Forward	81192.57	
10% Cost of Handling on 81192.57				8119.26	89311.83
Freight Over our own lines;					
Ties - Cross					
Untreated - Cascade Idaho to the Dalles					
5887 ties @ 145# ea.	853615#	C#	.37	3158.38	
Plus 15% Increase				473.76	
487 mi	207850 TM @ 1¢			3632.14	3632.14
					2078.50
Treated - The Dalles to Meno, Ore.					
5887 ties @ 152# ea.	894824#	C#	.12	1073.79	
Plus 6% Increase				64.43	
	25 mi 11,186 TM @ 1¢			1138.22	1138.22
					111.86
Switch Ties					
Untreated - McCall, Idaho to the Dalles 521 mi	17105#	C#	.37	63.29	
Plus 15% Increase	4456 TM @ 1¢			9.49	44.56
Treated - The Dalles to Meno 25 mi	19649#	C#	.12	23.58	
Plus 6% Increase	243 TM @ 1¢			1.41	
				97.77	97.77
Rail - Denver, Colo. to Meno Ore. 1085 mi	818337#	Gro.Ton	24.32	8884.83	
Plus 15% Increase	443,948 TM @ 1¢			1332.72	
				10217.55	10217.55
					4439.48
Rail Fittings - Denver, Colorado to Meno, Ore 1085	356069#	C#	1.20	4272.83	
Plus 15% Increase	193,167 TM @ 1¢			640.92	
				4913.75	4913.75
Relay Steel in Approach to New Main Line Track Construction E. S. 910 plus 18.7 to E. S. 910 plus 44.1 for 24.4 ft.					1931.67
50.8' L ft. 133.4 Cls 2 Rail	2259#	NT	76.69	86.62	
80 lbs. 5/8 x 6¼ track spikes	80#	C#	6.05	4.84	
2 Pr. 133-131# Compr. Joints S.H.	480#	C#	3.70	17.76	
30 133# tie Plates S.H.	665#	C#	3.20	21.28	
30# 1-1/16 x 6" Track Bolts		C#	9.59	2.88	
12 1-1/8" Spring Washers		M	76.29	.92	
				134.30	
10% Cost of Handling				13.43	147.73

Less Credit for Material Released

50.8	L. ft. 130.8 Cls. 2 rail S.H. 2215#	NT	50.00	55.38	
80#	5/8 x 6-1/4" Track Spikes	C#	1.50	1.20	
4	131# Cont. Joints S.H. 175#	C#	3.70	6.48	
30	131# Tie Plates S.H. 495#	C#	3.20	15.84	
30#	1-1/16 x 6" Track Bolts S.H. 30#	C#	1.50	.45	
12	1-1/8" Spring Washers S.H.	M	3.00	.04	
				79.39	
	Less 15% Cost of Handling and transportation to place of Storage			11.91	67.48

Relay Steel in Approach to New Passing Track Construction E.S. E.S.1002 to 31.7 to E.S. 1003 plus 48 or 116.3 track ft.

97.8	L. Ft. 130.8# Cls. 2 rail SH 4264#	NT	50.00	106.60	
78.4	L. Ft. 110.4# Cls. 2 rail SH 2885#	NT	50.00	72.13	
56.4	L. F. 90# Cls. 2 Rail S.H. 1692#	NT	50.00	42.30	
232.6 2	Pr. 36" (6) 110-131# Compr. Jts. SH 428#	C#	3.70	15.84	
2	Pr. 24" (4) 90-110# Compr Jts. SH	Pr.	14.00	28.00	
2	Pr. 24" (4) 80-90# " " SH	Pr.	11.12	22.24	
163#	5/8" x 6-1/4" Track Spikes 163#	C#	6.05	9.86	66.08
30	8" x 9-1/2" Tie plates S.H. 300#	C#	3.20	9.60	
8	8" x 13" - 110# tie plates S.H. 105#	C#	3.20	3.36	
20	8" x 14" - 131# tie plates S.H. 444#	C#	3.20	14.21	
6	131# Jt. Bars 26" (6) S.H. 366#	C#	3.70	13.54	
12#	15/16 plus 4-5/8 Track Bolts S.H. 12#	C#	1.50	.18	
18#	1-1/16 x 5-1/2 " " S.H.	C#	1.50	.27	
74#	1-1/16 x 6 Track Bolts SH 74#	C#	1.50	1.11	
				339.27	
	10% Cost of Handling			33.93	373.20

Less Credit for Material Released

232.6	L. Ft. 80# Rail 2. & S.H. 6203#	NT	50.00	155.08	
16	(6) 80# Angle Bars 29" S.H. 400#	C#	3.70	14.80	
58	80# Tie PlatesS.H. 371#	C#	3.20	11.87	
163#	5/8" x 6-1/4" Track Spikes S.H. 163#	C#	1.50	2.45	
74#	15/16 x 3/8 - Bolts Scrap 74#	C#	1.50	1.11	
				185.31	
	Less 15% Cost of Handling & Transportation to Place of Storage.			27.80	157.51

Freight over our own Lines:
Rail - Denver to Meno.

2259# = 1 Gro. ton	Gro Ton	24.32	24.32	
15% Increase			3.64	
Other Track Material 340#	C#	1.20	4.08	
15% Increase			.61	
			32.65	32.65

Inventory of Passing Track Retired, W. O. 6808 Engr. Sta. 1002 plus 31.7 to Engr. Sta. 984 plus 15.3 at Meno, Oregon, 1816.4 ft. Sept. 9, 1952, signed by R. J. Eaton, Asst. Engr. U.P.R.R. Co. and L. V. Blickenstaff, Res. Engr. Oregon State Highway Dept.

Description	Quantity	Unit	Price	Amount
SH 7" x 9' SW Ties	5413 14469#	MBM	45.00	243.59
SH 7" x9" x8' X Ties	300 45,600#	ea.	1.75	525.00
Scrap 7" x 9"x8' XTies	314 607	"	No Value	-----
SH Cl. 2-131# rail - 293.3'	6.39	NT	50.00	319.50
SH Cl. 2-110# rail 1997'	36.61	NT	50.00	1830.50
SH Cl. 2-100# rail 213.0'	3.60	NT	50.00	180.00
SH Cl. 2-80# rail 1046'	13.94	NT	50.00	697.00
SH Hi Star Sw. Std. with rod	1 2314#	ea	35.00	35.00
SH 131# 24' Spl. Sw. Ins.	6011#	cwt.	9.00	540.99
SH 131# No. 14 Peg Leg frog	4627#	"	10.00	462.70
SH 131# Ins. Jts. 4#	212#	cwt.	3.70	7.84
SH 131# 24" Ang. Bars 10 pcs.	3.84	"	3.70	14.21
SH 131# 8" x 14" tie plates	23.95	"	3.20	76.64
SH Erickson Rail Anchors	31	ea.	.22	6.82 — Wt
SH 131# 1pc guard rails	902#	NT	50.00	22.55
Scrap track spikes 4240 pcs	37.10	cwt	1.50	55.65
SH 110# 8" x 13" tie plates 1565 pcs	141.11	cwt.	3.20	451.55
SH 100# 8" x 9-1/4" tie plates 312 pcs.	110.68	cwt.	3.20	34.18
SH 100# 8" x 9-1/2" tie plates 569 pcs.	54.25	cwt.	3.20	173.60
SH 131/110# Compr Jts.	288#	cwt.	3.70	10.66
SH 110# Ins. Jts.	204#	cwt.	3.70	7.55
SH 110/100# Compr. Jts.	252#	cwt.	3.70	9.32
SH 100# 27" Contr. Jts. 10pcs	4.91	cwt.	3.70	18.17
SH 110# 27" Cont. Jts. 98pcs	50.52	"	3.70	186.92
SH Fair Rail Anchors	190	ea.	.22	41.80 — Wt
SH 80# 6H 29# Ang. Bars 68pcs	18.94	cwt	3.70	70.08
SH 100/80# Compr. Jts.	196#	cwt.	3.70	7.25
Scp. 1-1/16" x 6" Trk Bolts 94 pcs.	0.59	cwt.	1.50	.89
Scp. 1-1/16" x 5-1/2" trk bolts 300 pcs.	4.43	cwt.	1.50	6.65
Rep. 1-1/16 x [illegible] trk bolts [illegible] pcs.	0.50	cwt.	1.50	.75

Description	Quantity	Unit	Price	Amount
Sep. 1-1/8 Spr. Washers	248'	M	3.00	.74
Sep. 7/8" x 4-3/8" Trk Bolts 142 pcs	211#	CWT	1.50	3.17
Sep. 15/16" Spr. Washers 142	18#	CWT	1.50	.27
				6041.54

Inventory of Main Line Track Retired W.O. 6808, MP 56-57, Near Meno, Oregon Engr. Sta. 1002 plus 09.2 to Sta. 910 plus 44.1, 9174.5 track ft. Sept. 9, 1952, signed by R. J. Eaton Asst. Engr., U.P.R.R. Co. and L. V. Blickenstaff, Res. Engr., Oregon State Highway.

Description	Quantity	Unit	Price	Amount	
SH 7" x 9" x 8' Treated Ties	345 [illegible] 2605	ea.	1.75	4558.75	
Scrap 7" x 9" x 8' Treated Cross ties	2605	ea.	No value	-----	
8574 Lin. Ft. S.H. 131# RE Rail Class No. 2	186.91	NT	50.00	9345.50	
9775 Lin. Ft. S.H. 131# RE Rail Class No. 2 plus	213.10	NT	50.00	10655.00	
1249 946 Pcs. S.H. Joint bars for 131# 4 hole Rail	363.45	Cwt	3.70	1344.77	
4 S.H. Insulated Joint Bars for 131# 4 Hole RE Rail	848#	Cwt	3.70	31.38	
10340 pcs. SH 8" x 14" Tie plates for 131# RE Rail	2293.41	Cwt.	3.20	7338.91	
SH Erickson Rail Anchors	5776.	ea.	.22	1270.72	— WT
SH Improved Fair Rail Anchors	43	ea.	.22	9.46	T T
1892 Pcs. 1-1/16 x 5 Scrap track bolts	46.35	cwt.	1.50	69.53	
1" 1-1/8" I.D. Spring Lock Nut Washers, Scrap	293#	cwt.	1.50	4.40	
45230 Pcs. 5/8" x 6-1/4" Track Spikes	395.76	cwt.	1.50	593.64	
				35222.06	

Total Material Released	41263.60
Less 15% Cost of Handling and Transportation to place of Storage	6189.54

Red

October, 1952

Labor:

PR 713-1 Extra Gang 746
Spotting and Lining track

Foreman	52	hrs	1.90135	Hr.	98.87	
Timekeeper	52	"	1.59265	"	82.82	
Truck Driver	52	"	1.715	"	89.18	
Laborers	468	"	1.499	"	701.53	972.40

Travel Time:

Foreman	2[illegible]	"	1.90135	"	41.83	
Timekeeper	22	"	1.59265	"	35.04	
Truck Driver	22	"	1.715	"	37.73	
Laborers	192	"	1.499	"	287.80	402.40
Camp tenders	88	"	1.499	"	131.91	
" "	17	"	2.25	"	38.25 OT	
Service Truck	3	"	2.575	"	7.70 OT	177.86

PR 713-[illegible] Extra Gang 747 Oct 8, 9. & 10 acct X 750 (not on this project)
Line Change

Foreman	24	Hrs.	349.85	Mo.	45.63	
Material Clerk	16	"	308.05	"	26.79	
Foreman	12	"	3.10	Hr.	37.20	
Material Clerk	8	"	2.73	"	21.84	131.46

Spotting & Lining Tracks
PR 713-2 Ex Gang - Gang 746

Foreman	24	Hrs.	1.90135	Hr.	45.63	
Timekeeper	24	"	1.59265	"	38.22	
Truck Driver	24	"	1.715	"	41.16	
Laborers	480	"	1.499	"	719.49	844.50

Surface & Line tracks

Foreman	8	Hrs	349.85	Mo.	15.22	
Material Clerk	8	"	308.05	"	13.39	
Welder	8	"	1.955	Hr.	15.64	
Truck Driver	8	"	1.715	"	13.72	
P.T.M.O.	16	"	1.631	"	26.10	
Laborers	336	"	1.499	"	503.66	
Close time rolls	3	"	2.73	"	8.19 OT	595.92
						3124.54

10% Supervision	312.45	
3% Vacation Allowance	93.74	
6% RR Retirement & Unemployment on $3218.28	193.10	3723.83

Rental of Boarding Outfits
Form 1253
Extra Gang 746

Fuel

09894	Bunk	31	Days	2.75	day	85.25
09594	"	31	"	2.75	"	85.25
01531	""	31	"	2.75	"	85.25
01613	"	31	"	2.75	"	85.25
176274	Box (Coal)	31	"	2.00	"	62.00
07536	Bath	31	"	2.75	"	85.25
X 84	Water	31	"	2.75	"	85.25
14820	Ice	13	"	2.75	"	35.75
04467	Diner	31	"	2.75	"	85.25
04888	"	31	"	2.75	"	85.25
04815	Commsy	31	"	2.75	"	85.25
176270	Box (tool)	31	"	2.00	"	62.00
01042	Office	31	"	2.75	"	85.25
010239	Foreman	31	"	2.75	"	85.25
64010	Coal	2	"	2.00	"	4.00
90336	Ice	1	"	2.00	"	2.00
		47		@ 1.01		1103.50

Basis for Apportionment:
Total Hours worked 3990
Hours this job 1542 38.65%

38.65% of 1103.50 426.50 426.50

164.33

Outfit Gang 750

[illegible]89	Office	31	Days	2.75	Days	85.25
09699	Foreman	20	"	2.75	"	55.00
09655	"	16	"	2.75	"	44.00
04892	Comm.	31	"	2.75	"	85.25
04279	Diner	31	"	2.75	"	85.25
0685	Kitchen	31	"	2.75	"	85.25
0622	Diner	31	"	2.75	"	85.25
04476	"	31	"	2.75	"	85.25
04801	Comm.	31	"	2.75	"	85.25
07870	Tank	31	"	2.75	"	85.25
07897	"	31	"	2.75	"	55.00
4406	Tank	3	"	2.00	"	6.00
07642	Bath	31	"	2.75	"	85.25
07565	"	31	"	2.75	"	85.25
0731	Weld	31	"	2.75	"	85.25
09593	Mech	31	"	2.75	"	85.25
09597	Bunk	31	"	2.75	"	85.25
176582	Box	31	"	2.00	"	62.00
010241	Bunk	31	"	2.75	"	85.25
[illegible]	"	31	"	2.75	"	85.25
[illegible]	"	31	"	2.75	"	85.25
[illegible]08	"	31	"	2.75	"	85.25
01033	""	31	"	2.75	"	85.25
[illegible]514	Flat	31	"	2.00	"	62.00
[illegible]	Car	12	"	2.00	"	24.00

17193	Gas	31 days	2.00 day	62.00
150524	Tool	31 "	2.00 "	62.00
55900	Flat	31 "	2.00 "	62.00
56572	"	31 "	2.00 "	62.00
55377	"	31 "	2.00 "	62.00
90484	Ice	1 "	2.00 "	2.00
41351	"	30 "	2.00 "	60.00
32556	"	1 "	2.00 "	2.00
	878			2216.50

890.05

Basis for Apportionment:
Total Hours this job 9494
Hours this job 387 4.08%
4.08% of 2216.50 90.43 90.43

Extra Gang 746 406 mi @ 54 36.40
Stude Truck MW 69 1-1/2 Ton
15 days @ 6.00 day 90.00

Extra Gang 750 24 mi [illegible]
Stude Truck M.W. 70 1-1/2 Ton
1 day @ 6.00 day 6.00 96.00

Work Train Service

Date	Eng.No.	Description [illegible]	Hrs.Min.	Trainmen	Enginemen
16	2171	Dump Ballast Handle Crane0287	14. 55	107.77	67.62
29	2171	Dump Ballast	10- --	59.20	42.90
30	2171	Unload Ballast	6- 45	41.18	29.84
				208.15	140.36
					208.15
					348.51

No Ballast [illegible] Unload in Oct

10% Supervision	34.85		
3% Vacation Allowance	10.46		
6% RR Retirement and Unemployment on $358.97	21.54		
	415.36	415.36	

R Other Gangs 713-1
Loco Crane Operator
Loading & Unloading S.H. Ties

8	1.991 Hr.	15.93		
3	2.985 "	8.96		
8	1.655 "	13.24		
3	2.485 "	7.46		
		45.59		
10% Supervision		4.56		
3% Vacation Allowance		1.37		
6% RR Retirement and Unemployment on 46.96		2.82	54.34	54.34

Rental of Equipment

0287	Loco Crane	1 day	30.00		
51269	Idler	1 "	---		
151685	Supply	1 "	2.00		
91510	Dump	1 "	2.00		
09741	Outfit	1 "	2.75		
09702	"	1 "	2.75		
			39.50	39.50	
Eng 2171		3 "	85.00	255.00	

Supplies furnished Loco 2171
32 hrs. @ 6 Miles per Hr. — 192 miles
8-3/4 Gals Fuel Oil per mile — 1680 Gals
1680 Gals @ .04591 — 77.13

Freight - St. Johns Ore. to Meno
13020# @ .135 C# — 17.58
6% Increase — 1.05 — 18.63

Other Supplies

Water	.0505
Lubricants	.0266
Other Supplies	.0113
Enginehouse	.2110
	.2994 per mile

192 Miles @ .2994 — 57.48 — 447.74

- November, 1952 -

Labor:
PR - 713-1 Extra Gangs
Extra Gang 746
Surface & Line tracks

Foreman	59 Hrs.	349.85 Mo.	135.80	
"	9 "	3.10 Hr.	27.90 OT	
Timekeeper	59 "	293.05 Mo.	113.75	
"	16 "	2.60 Hr.	41.60 OT	
Laborers	1261 "	1.499 "	1890.23	
"	21 "	2.25 "	47.25 OT	2256.53

PR 713-2 Extra Gangs
Extra Gang 746
Surface & Line tracks

Foreman	24 Hrs.	349.85 Mo.	55.24	
Timekeeper	24 "	293.05 "	46.27	
"	4 "	2.60 Hr.	10.40 OT	
Laborers	552 "	1.499 "	827.47	
"	12 "	2.25	27.00 OT	966.38

	3222.91	
10% Supervision Accounting etc.	322.29	
3% Vacation Allowance	96.69	
6% RR Retirement & Unemployment on 3319.60	199.18	3841.07

fnl

Rental of Equipment
Outfit Gang No. 346

09894	Bunk	30 days	2.75	82.50
09594	"	30 "	2.75	82.50
01531	"	30 "	2.75	82.50
01613	"	30 "	2.75	82.50
176274	Coal	30 "	2.00	60.00
07536	Bath	30 "	2.75	82.50
X 84	Water	10 "	2.00	20.00
07717	"	20 "	2.75	55.00
04467	Diner	30 "	2.75	82.50
04888	Kitchen	30 "	2.75	82.50
04815	Comm.	30 "	2.75	82.50
176270	Tool	30 "	2.00	60.00
01042	Office	30 "	2.75	82.50
010239	Foreman	30 "	2.75	82.50
90336	Ice	30 "	2.00	60.00
93291	"	4 "	2.00	8.00
				1088.00

Basis for Apportionment

Total Hours Worked	3790		
Hours this job	2041	53.85%	
53.85% of 1088.00	585.89		585.89

- December, 1952 -

PR 713 - Extra Gang 746 2-16-26-29-30
Re-Surface & Line tracks

Foreman	46	32 Hrs.	349.85	63.61	
Timekeeper		24 "	293.05	39.96	
Truck Driver		32 "	1.715	54.88	
Laborers		920 "	1.499	1379.08	
P.T.O.		24 "	1.547	37.13	
Camp Tender Days		35 "	1.499	52.46	
Camp Tender Days		16 "	2.25	36.00 OT	
Camp Tender Nights		35 "	1.499	52.47	
Foreman		8 "	349.85	15.90	
Timekeeper		8 "	293.05	13.32	
Laborer		160 "	1.499	239.84	
Truck Driver		8 "	1.715	13.72	1998.37

Extra Gang 750 16-18-19-22-23-24-26
Resurfacing & Lining

Foreman	56 Hrs.	349.85	111.32
Asst. Foreman	40 "	294.85	67.01
Matl. Clerk	56 "	308.05	98.02
Welder	8 "	1.955	15.64
Truck Operator	112 "	1.715	192.08

P.T.M.O.	72 Hrs.		1.631	117.43		
Labor	2220 "		1.499	3327.78		
Camp Tender	40 "	OT	2.25	90.00		
Delayed by wreck						
Foreman	1 "	OT	3.10	3.10		
Matl Clerk	2 "	OT	2.73	2.73		
Truck Opr.	2 "	OT	2.575	5.15		
P.T.M.O.	1 "	OT	2.445	2.45		
Laborers	39 "	OT	2.25	87.75	4120.46	
					6118.83	
10% Supesvision, Acct.ect.					611.88	
3% Vacation Allowance					183.56	
6% RR Retirement & Unemployment on $6302.39					378.14	
					7292.41	7292.41

Rental of Equipment:
Boarding Outfit 746

0989	Bunk	31	days	2.75	Day	85.25
09594	"	31	"	2.75	"	85.25
01531	"	31	"	2.75	"	85.25
01613	"	31	"	2.75	"	85.25
176274	Coal	31	"	2.00	"	62.00
93291	Ice	31	"	2.00	"	62.00
07536	Bath	31	"	2.75	"	85.25
01084	Water	31	"	2.75	"	85.25
07717	"	31	"	2.75	"	85.25
0691	Diner	31	"	2.75	"	85.25
04888	Kitchen	31	"	2.75	"	85.25
04815	Comm.	31	"	2.75	"	85.25
176270	Tool	31	"	2.00	"	62.00
01042	Office	31	"	2.75	"	85.25
010239	Foreman	31	"	2.75	"	85.25
						1209.00

Truck [illegible]
[illegible] @ 5¢

Basis for Apportionment:

Total Hours Worked	5335			
Hours this job	1302	24.40%		
24.40% of 1209.00			295.00	295.00

Extra Gang 750

03489	Office	31	days	2.75	Day	85.25
09699	Weider	31	"	2.75	"	85.25
09655	Bunk	31	"	2.75	"	85.25
[illegible]	Comm.	31	"	2.75	"	85.25
0685	Kitchen	31	"	2.75	"	85.25
0622	Diner	31	"	2.75	"	85.25
04476	"	31	"	2.75	"	85.25
04279	"	31	"	2.75	"	85.25

04801	Comm.	31	Days	2.75	Day	85.25
07870	Tank	31	"	2.75.	"	85.25
4406	"	31	"	2.00	"	62.00
07642	Bath	31	"	2.75	"	85.25
07565	"	31	"	2.75	"	85.25
0731	Foreman	31	"	2.75	"	85.25
09593	Mach	31	"	2.75	"	85.25
09597	Bunk	31	"	2.75	"	85.25
176582	Box	31	"	2.00	"	62.00
010241	Bunk	31	"	2.75	"	85.25
01519	"	31	"	2.75	"	85.25
011411	"	31	"	2.75	"	85.25
09708	"	31	"	2.75	"	85.25
01033	"	31	"	2.75	"	85.25
51514	Flat	31	"	2.00	"	62.00
176193	Gas	31	"	2.00	"	62.00
150524	Tool	31	"	2.00	"	62.00
56572	Flat	31	"	2.00	"	62.00
32556	Ice	31	"	2.00	"	62.00
14240	"	31	"	2.00	"	62.00
350165	Box	31	"	2.00	"	62.00
350048	"	31	"	2.00	"	62.00
						2325.00

[illegible] 70 d 11
[illegible] 34

Basis for Apportionment:
Total Hours worked 8236
Hours worked this job 2564 31.13%

31.13% of 2325.00 723.77 723.77

T. E. #1156
3 cars, 150 Cu. Yds. Crushed Rock 201.05 201.05

[illegible] to Turntable

Work Train Service:

Date	Eng.No.	Description	Hrs.	Min.	Trainmen	Engine Men	
X 12-23-58	2510	Dump Ballast	12		71.01	51.44	
12-25-52	7023	Spread "	8 no work		40.58	29.40	guarantee
12-27-52	7023	" "	8 no work		40.58	30.72	
12-26-52	3rd 7023	" "	10	15	57.62	45.15	Move Outfit
					209.79	156.71	
						209.79	
						365.50	

10% Supervision, Acctg. etc.	36.65	
3% Vacation Allowance	11.00	
6% RR Retirement & Unemployment on 377.50	22.65	[illegible]

12/24 Dump Ballast Turntable Eng. 2510

Rental of Equipment

Eng. 2510	1 day	85.00 day	85.00	
" 7023	3 "	151.00 "	453.00	538.00

Supplies furnished:

12 Hrs. @ 6 Miles Hr. Eng 2510 72 miles
26 " @ 6 " " " 7023 156 miles
72 Miles @ 8-3/4 Gal. Mile 630 Gals
156 " @ 16-1/4 " " 2535 "
3165 "

3165 Gals @ .04591 Gal		145.31	
Freight: St. Johns Ore to Meno			
24529# @ .135 C#	33.11		
6% Increase	1.99	35.10	

Other Supplies

Water	.0505
Lubricants	.0266
Other Supplies	.0113
Enginehouse Exp.	.2110
	.2994 per mile

228 miles @ .2994	68.26	248.67
Vo. No. 277355 Personal Expenses - Teleg. Clerk.		4.00

- January 1953 -

PR - 713 Extra Gangs Book # 288
Gang No. 746
Surface & Line

Foreman	24 Hrs.	348.16 Mo	49.74	
Timekeeper	24 "	291.36 "	41.62	
TruckDriver	24 Hrs.	1.705	40.92	
P.T.O.	24 "	1.537	36.89	
Laborers	864 "	1.489	1286.49	
			1455.66	
10% Supervision Acctg. etc.			145.57	
3% Vacation Allowance			43.67	
6% RR Retirement and Unemployment on 1499.33			89.96	1734.86

Form 1253
Rental of Boarding Equip.
Extra Gang 746

0989	Bunk	31	Days	2.75	85.25
09594	"	31	"	2.75	85.25
01531	"	31	"	2.75	85.25
01613	"	31	"	2.75	85.25
176274	Coal	31	"	2.00	62.00

93291	Ice	31 days	2.00	62.00
07536	Bath	31 "	2.75	85.25
01084	Water	19 "	2.75	52.25
07717	"	31 "	2.75	85.25
0691	Diner	31 "	2.75	85.25
04888	Kit	31 "	2.75	85.25
04815	Comm.	31 "	2.75	85.25
176270	Tool	31 "	2.00	62.00
01042	Office	31 "	2.75	85.25
010239	Foreman	31 "	2.75	85.25
350862	Coal	15 "	2.00	30.00
				1206.00

Total Hours Worked 7564
Hours this job 960 12.69%

12.69% of 1206.00 153.04

15 mi @54

Stude. Truck M.W. 69 1-1/2 ton 3 days $6.00 day 18.00 18.00

PR 713 - PR Tracks Sec. 10
(4920)
Patroling, Aligning, surfacing New Track

Foreman	44 Hrs.	2.795 Hr.	122.98	
Laborers	96 "	1.525 "	146.40	
"	188 "	1.489 " "	279.93	
Foreman	48 "	1.864 " "	89.47	
Laborers	40 "	2.29 ""	91.60	
"	40 "	2.235 "	89.40	
			819.78	
10% Supervision, Acctg., etc.			81.98	
3% Vacation Allowance			24.59	
6% RR Retirement & Unemployment on 844.37			50.66	977.01

- February 1953 -

PR 713-1 Ex. Gang 746
Surface & Line Track

Foreman	7 Hrs.	2.06 Hr.	14.42	
Camp Tender Day	16 "	1.489 "	23.82	
Camp Tender Night	16 "	1.489 "	23.82	
Camp Tender OT Day	32 "	2.233 "	71.47	OT
Camp Tender OT Night	16 "	2.233 "	35.74	OT

Spotting & Lining tracks

Foreman	16	Hrs.	2.06	Hrs.	32.96	
Truck Driver	16	"	1.705	"	27.28	
P.T.O.	16	"	1.537	"	24.59	
Laborers	422	"	1.489	"	628.36	

Surface & Line Track

Foreman		20	"	2.06	"	41.20	
Truck Driver		20	"	1.705	"	34.10	
P.T.O.		20	"	1.537	"	30.74	
Laborers		444	"	1.489	"	661.12	
Foreman	OT	3	"	3.085	"	9.26	OT at Hospital for Informa[illegible] 2.18.53
Camptender	Day	24	"	1.489	"	35.74	
"	Nite	24	"	1.489	"	35.74	
Foreman	OT	4	"	3.085	"	12.34	OT Work in [illegible]
Laborers		55	"	1.489	"	81.90	
						1824.60	1824.60

10% Supervision Acctg., etc.	182.46	
3% Vacation Allowance	54.74	
6% RR Retirement & Unemployment on $1879.34	112.76	349.96

Rental of Equipment:

Form 1253 Outfit No. 746

01039	Bunk	28	days	2.75	77.00
01042	Office	28	"	2.75	77.00
176270	Tool	28	"	2.00	56.00
04815	DC&H	28	"	2.75	77.00
04888	"	28	"	2.75	77.00
0691	Diner	28	"	2.75	77.00
07717	Water	28	"	2.75	77.00
07336	Bath	28	"	2.75	77.00
93291	Ice	28	"	2.00	56.00
176274	Coal	28	"	2.00	56.00
01613	Bunk	28	"	2.75	77.00
01531	Bunk	28	"	2.75	77.00
09594	Bunk	28	"	2.75	77.00
19894	Bunk	28	"	2.75	56.00
					994.00

Basis for apportionment:

Total Hours worked	4554			
Hours this job	1171	25.71%		
25.71% of 994.00			255.56	255.56

- March, 1953 -

PR 713, Extra Gang 746
Spotting & Lining Tracks

Foreman	16 Hrs.	2.08	Hr.	33.28
Truck Driver	16 "	1.705	"	27.28
P.T.O.	32 "	1.537	"	49.18
Laborers	512 "	1.489	"	762.37
Foreman	24 "	2.08	"	49.92
Truck Driver	24 "	1.705	"	40.92
P.T.O.	48 "	1.537	"	73.78
Laborers	776 "	1.489	"	1155.46

Foreman Work on Reports and Sign New Men OT	4 "	3.06	"	12.24	07
Camp Tender Day	24 "	1.489	"	35.74	
" " " OT	8 "	2.235	"	17.88	07
" " Nite	24 "	1.489	"	35.74	
" " " OT	4 "	2.235	"	8.94	07
" " Day	24 "	1.489	"	35.74	
" " Nite	24 "	1.489	"	35.74	

PR - 713 Tracks Sec. 10
Patrolling, Aligning, Surfacing new
Track Account grade settlement.
(F 4920)

Foreman	23 Hrs	2.795	Hr.	64.28	
Laborers	124 "	1.525	"	189.10	
"	112 "	1.489	"	166.76	
"	48 "	1.864	"	89.47	2883.92

10% Supervision, Acctg., etc.	288.39	
3% Vacation Allowance	86.52	
6% R.R. Retirement & Unemployment on $2970.44	178.23	3437.06

Additional Compensation for the period December 1, 1952 to March 31, 1953, inclusive, under the Guthrie Award, dated March 18, 1953.

December, 1952
PR 713 Extra Gang 746
Resurface and Line track

1246 Hrs.	.04 Hr.	49.84
16 "	.06 "	.96

Extra Gang 750

2468 Hrs.	.04 "	98.72
83 "	.06 "	4.98

January, 1953
Extra Gang 746

946 Hrs.	.04 Hr.	37.84	

PR Tracks Sec. 10,
Patrolling Aligning & Surface
New Tracks

412 Hrs.	.04 Hrs.	16.48	

February, 1953
Extra Gang 746
Surface & Line Tracks

32 Hrs.	.04 Hr.	1.28	
48 "	.06 "	2.88	

Spotting & Lining Tracks

454 Hrs.	.04 Hr.	18.16	

Surface & Line tracks

587 Hrs.	.04 Hr.	23.48	

March, 1953
Spotting & Line Tracks
Extra Gang 746

1504 1504 Hrs.	.04 Hr.	60.16	
12 "	.06	.72	
		315.50	
10% Supervision, etc.		31.55	
3% Vacation Allowance		9.47	
6% R.R.Ret. & U.I. Tax on	324.97	19.50	376.02

Extra Gang 746
Boarding Outfit

010239	Bunk	31	days	2.75	85.25
01042	Office	31	Days	2.75	85.25
176270	Tool	31	"	2.00	62.00
04815	DCH	31	"	2.75	85.25
04888	"	31	"	2.75	85.25
0691	Diner	31	"	2.75	85.25
07717	Tender	31	"	2.75	85.25
07536	Bath	31	"	2.75	85.25
33302	Ice	16	"	2.00	32.00
350021	Coal	16	"	2.00	32.00
01613	Bunk	31	"	2.75	85.25
01531	"	31	"	2.75	85.25

309594	Bunk	31 Days	2.75	85.25		
19894	"	31 "	2.00	62.00		
				1040.50		

Basis for Apportionment
Total Hours Worked 6809
Hours this job 1560 22.91%

22.91% of 1040.50	238.38	238.38

April, 1953

P.R. Other Gangs
Loading S. H. Ties Crane 0287 4/-11

8 hrs.	1.991	15.93		
1½ "	2.985	4.48		
8 "	1.655	13.24		
1½ "	2.485	3.73	37.38	
10% Supervision, Acctg., etc.			3.74	
3% Vacation Allowance			1.12	
6% RR Retirement & Unemployment on 38.50			2.31	44.55

Rental Crane 0287 4

0287	Loco Crane	2) days	30.00	60.00		
09512	Idler	2) "	----	----		
173464	Supply Car	2 "	2.00	4.00		
01214	Air Dump	2 "	2.75	5.50		
09741	Outfit	2 "	2.75	5.50		
09702	"	2 "	2.75	5.50	80.50	80.50

PR 717-1 Frog Repair Gang #2
Harden Rail ends

Welder 16 Hrs.	16 Hrs.	1.955 Hr	31.28		
" Helper	16 "	1.655 "	26.48		
Section #10.					
Section Foreman	16 Hrs.	2.81 "	44.96		
Laborers	88 "	1.535 "	135.08		
			237.80		
10% Supervision, Acctg., etc.			23.78		
3% Vacation Allowance			7.13		
6% RRRetirement & Unemployment on 244.93			14.70		
1780 Cu. Ft. Acetylene	2.24C Cu. Ft.		39.87		
1464 Cu. Ft. Oxygen	.78 C		11.42	334.70	334.70

June, 1953

PR - Other Gangs
Loco Crane 0287
Loading S.H. Ties

16 Hrs. 1.991 Hr.		31.85		
16 " 1.655 "		26.48	58.33	
10% Supervision, Acctg., etc.			5.83	
3% Vacation allowance			1.75	
6% RR REtirement & Unemployment on 60.08			3.60	69.51

TE #505

Work Train Service
Hauling Rip Rap and hauling out [illegible]

Wages for Trainmen	66.72		
" Enginemen	49.63	116.35	
10% Supervision, Acctg., etc		11.64	
3% Vacation Allowance		3.49	
6% RR Retirement & Unemployment on 119.84		7.19	138.67

TE #562 - Cost of Rip Rap [illegible]

33 Cars 990 Cu.Yds. @ $46.594 per Car	1537.60	1537.60

Report shows 11 Cars

Rental of Equipment

Eng. 7862 - Work Train 11'-2" 1 Day @ 151.00	151.00	151.00

Supplies furnished Eng. 7862
12 Hrs. @ 6. Miles Hr. — 72 Miles
72 Miles @ 15.86 Gals. per Mil fuel oil — 1142 Gals
1142 Gals @ .04591 Gal — 52.43

Freight:
St. Johns Oregon to Meno.

8851# @ .135 C# — 11.95
6% incr. — .72
12.67

Other Supplies

Water	$ .0511
Lubricants.	.0275
Other Supplies	.0115
Enginehouse	.2139
	.3040 Mile

72 miles @ .3040 per Mile — 21.89 — 86.99 — [illegible]

Loco Crane 0287 & Equipment						
0287	Loco Crane	2 days	30.00 day	60.00		
09512	Idler	2 "	---- "	----		
173464	Supply	2 "	2.00 "	4.00		
01414	Air Dump	2 "	2.75 "	5.50		
09741	Outfit	2 "	2.75 "	5.50		
09702	"	2 "	2.75 "	5.50	80.50	80.50
Vo. No. 331414						
Personal Expenses						
	Teleg. - Clerk with Work Train				3.00	3.00
TE #605						
Work Train Service - Handle Rip Rep			9'-3[illegible]			
	Wages - trainmen			66.45		
	enginemen			40.75		
				107.20		
	10% Supervision, Acctg., etc.			10.72		
	3% Vacation Allowance			3.22		
	6% R.R. Retirement & Unemployment on 110.42			6.63		127.77
Rental of Equipment						
Engine 7862 Work Train						
	1 day		@ 151.00	151.00		
Supplies furnished						
	12 hrs. @ 6 mile hr.		72 mil			
	72 mi. @ 15.86 Gals mi fuel		1142 gal			
	1142 Gals. @ .04591 gal.			52.43		
Freight:						
St. Johns Ore. to Meno						
8851 # 8851 # @			.135 C#	11.95		
	6% Increase			.72		
	Other Supplies					
	Water		.0511			
	Lubricants		.0275			
	Other Supplies		.0115			
	Enginehouse		.2139			
			.3040 mi.			
	72 miles @ .3040 mile			21.89	237.99	237.99
	9 Cars Rip Rap		36.06 Car 9		324.54	324.54
	Vo. No					
Vo. No. 358105						
Personal Expenses						
Teleg. Clerk with Work Train					2.00	2.00
Vo. No. 343176						
Morrison - Knudsen Co.						
Rental of Equipment			S|F	77.18		
	for placing rip rap			[illegible]		
	1% Supervision, acctg., etc.			.94	[illegible]	[illegible]
	TOTAL					$ 197[illegible]

Feb. 2, 1935

Wygant Park-Hood River Section
Columbia River Highway
Contract 3605

SFO 14-1019-284
Railroad Protection

Previously approved	$7,805.80
Approved herewith	3,729.26
Total approved	$11,535.06

SFO 14-1019-285
Re-establish signal and
Telegraph lines

Previously approved	$32,274.71
Approved herewith	24,725.66
Total approved	$57,000.37

Res. Engr. E J Blickenstaff

1-54-100M

Form 130 A

State of Oregon,
State Highway Commission,
Salem, Oregon.

BILL NO. 641448

MONTH'S ACCOUNT DEC 1954

JF DEPT. NO. 8292

DATE MADE JAN 13 1955

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR Cost of engineering, inspection watchmen, flagmen, and rearrange telegraph and signal lines in connection with line change between M.P. 56.5 and M.P. 58.5 near Meno, Mitchell Point Section, for State of Oregon, in accordance with Agreement Audit No. 76862 dated November 8, 1951. Our Work Order 6808 OW.	
3rd Progressive and Final Billing	
Detail attached	28454 92

fin

RECEIVED
NOV 14 1955
DIVISION 8

4-6-55

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of engineering, inspection, watchmen, flagman, and rearranging telegraph and signal lines account line change between M.P. 56.5 and M.P. 58.5 near Meno, Mitchell Point section in accordance with agreement Audit No. 76862 dated Nov. 8, 1951. W.O. 6808.
3rd and Final Billing

September 1952

Payroll - Supt. 701				
Inspecting	1 mo.	445.00		
Trav. Engr. Accnt.	3 da. 410.00	55.92	500.92	
3% Vacation Allowance			15.03	
6½% RR Retirement & Unemployment on		515.96	33.54	
Insurance:				
3% Workmen's Compensation			15.48	
1% Public Liability & Property Damage			5.16	570.13
Personal Expenses:				
Inspector	Vo. No. 247081		101.50	
Trav. Engr. Accnts.	Vo. No. 247847		12.75	114.25
Vo. No. 238429, M. J. Goss Motor Co Car Rental				241.40
Teleg. Dept.				
Payroll 27				
Moving line account Highway Constr.				
Outfit No. 015	(30 da.)			
Foreman	4 days @ 435.00 Mo.	58.00		
	(21 da.)			
Material Clerk	13 hrs. @ 304.56 Mo.	23.57		
Lead Workman	16 hrs. @ 2.00[illegible] Hr.	32.06		
" "	2 hrs. @ 2.865 Hr.	5.73 OT		
Lineman:				
Crossarm work	56 hrs.			
Wire work	56 "			
Distribute Matl.	16 "			
	128 @ 1.911	244.61		
Pole work	5 "			
Crossarm work	3 "			
Wire work	24 "			
	32 " @ 1.911	61.15		
Groundman:				
Pole work	7½ hrs. @ 1.671	12.53		
Lead Workman	4½ " @ 2.364	10.64 OT		
" "	[illegible] " @ 2.3[illegible]	14.34 OT		

Lineman:			
Crossarm work	45		
Wire work	48		
Testing & Connecting	64		
	157 hrs.	@ 1.911	300.03
Protecting line account state blasting	12 hrs.	@ 2.867	34.40 OT
Groundman:			
Wire work	8 hrs.		
Testing & Connecting	16 "		
	24 "	@ 1.671	40.10
Protecting line account blasting	2 hrs.	@ 2.057	4.11 OT
Patrol line account blasting			
Lineman:	12 hrs.	@ 1.911	22.93
"	50 "	@ 2.867	143.35 OT
Groundman	16 "	@ 1.671	26.74
"	20 "	@ 2.057	41.14 OT
Patrolling line	12 "	@ 1.911	22.93
Moving Pole Line			
Foreman	6 da.	@ 435.00 mo. (30 day)	87.00
Matl. Clerk	[illegible] hrs.	@ 304.66 mo. (21 day)	58.03
Lead Workman	56 "	@ 2.001 hr.	112.06
" "	7	@ 2.867 "	20.07 OT
Lineman:			
Crossarm work	56 hrs.		
Wire work	108 "		
Teleprene Removed	16 "		
Teleprene Laid	8 "		
Pipe Laid 3"	8 "		
Pipe Removed 3"	16 "		
Dead Ends Made	24 "		
Testing & Connecting	76 "		
Distributing Matl.	4 "		
Salvage Matl. & Clean R/W	[illegible] "		
	[illegible] "	@ 1.911 hr.	642.10

Groundman:

Testing & Connecting	12 hrs.				
Crossarm work	4 "				
Wire work	40				
	56	@ 1.671	93.58		
Patrolling Line	26	@ 1.911	49.69		
" "	6½	@ 2.867	18.64	OT	
			2248.89		
3% Vacation Allowance on $1887.07			56.61		
6½% RR Ret. & Unemp. Ins. on $2305.50			149.86		
Insurance:					
3% Workmen's Compensation on 2305.50			69.17		
1% Public Liability & Property Damage on 2305.50			23.06		2547.50

61 VI
9-25

TE #811

Telegraph Dept. Temporary —

Temporary Pole Line Account Fill & Cut

5 Anchors, Log 10-M	SH	ea.	1.50	7.50
150 ft. Guy Wire 6-M	SH	ft.	.015	2.25
4 Bolt Light	SH	ea.	.12	.48
24 Crossarms 10 ft.	SH	ea.	1.25	30.00
6 " Bolts 5/8 x 12	SH	ea.	.09	.54
11 " " 5/8 x 16	SH	ea.	.10	1.10
20 Arming " 5/8 x 18	SH	ea.	.12	2.40
48 Carg. Bolts 3/8 x 4	SH	ea.	.02	.96
24 Fetter drive screws ½ x 4½	SH	ea.	.02	.48
240 Glass Insulators Std.	SH	ea.	.05	12.00
48 Crossarm Braces 28"	SH	ea.	.10	4.80
30 10' Crossarms	SH	ea.	1.25	37.50
20 Crossarm bolts 5/8 x 14	SH	ea.	.09	1.80
10 " " 5/8 x 16	SH	ea.	.10	1.00
12 " " 5/8 x 18	SH	ea.	.12	1.44
60 Carg. Bolts 3/8 x 4	SH	ea.	.02	1.20
30 Fetters Drive Screws ½ x 4½"	SH	ea.	.02	.60
6 Brackets Transposition Point-Type LH	SH	ea.	1.10	6.60
4 Brackets Transposition Drop Type	SH	ea.	.75	3.00
300 Insulators glass Std.	SH	ea.	.05	15.00
60 Crossarm Braces 28"	SH	ea.	.10	6.00
350# Wire Copper line #9 AWG	SH	lb.	.16	56.00
1000# Wire Iron line #8 BWG	SH	lb.	.06	60.00
24 Brackets, Pole Wood-New		ea.	.12	2.88
				255.53

10% for Temporary Use		25.55
5% Cost of Handling		12.78

1-20 ft. Pole W CJ Cl. 5	SH	ea.		2.83
3-25 ft. " "	SH	ea.	4.63	13.89
4-40 ft. "	SH	ea.	10.02	40.08
				56.80

15% for Temporary Use	8.52
5% Cost of Handling	2.84

Rental of Equipment:
Outfit No. 015 Form 1253

0596	Bunk	30 days			
07561	Bath	30 "			
05620	Bunk	30 "			
09943	"	30 "			
55895	Flat	30 "			
151949	Matl.	30 "			
159193	Tool	30 "			
151650	Matl.	30 "			
150120	Coal	30 "			
151139	Matl.	30 "			
151908	"	30 "			
151199	"	30 "			
04817	Comm.	23 "			
04877	Diner	23 "			
0474	Water	16 "			
17728	Ice	20 "			
17096	"	3 "			
		445 "	@ 1.016 day	452.12	

Basis for apportionment:

Total Hours Worked	3055			
Hours This Job	1077	35.25%		
35.25% of $452.12			159.37	159.37

Signal Dept.
Payroll 712 F B Pendleton 9/10, 11, 12 '52
Patrolling, Inspecting, Protecting
Signal wires during blasting

fmh	12 hrs.		1.983 hr.	23.80
	2 "	OT	2.9745 "	5.95

Line change account highway relocation	120 hrs.	484.54 mo.	242.27

Gang No. 784
Relocating Signal Pole Line
and Signals

Hours		Rate	Amount
72 hrs.		436.64 mo.	351.15
744 hrs.		1.983 hr.	1475.35
31 hrs.	OT	2.9745 hr.	92.22
72 hrs.		1.743 hr.	125.50
4 hrs.	OT	2.6145 hr.	10.46
136 hrs.		1.719 hr.	233.79
4 hrs.	OT	2.5785 hr.	10.32
272 hrs.		1.671 hr.	454.51
10 hrs.	OT	2.5065 hr.	25.06

Signal Gang No. 782
Digging Holes and Setting Poles,
Installing Guy Rods, Cross Arms,
and Line

Hours	Rate	Amount
48 hrs.	436.64	100.76
288 hrs.	1.983	571.10
32 hrs.	1.743	55.78
56 hrs.	1.719	96.26
64 hrs.	1.671	106.94

Cutting in and testing new signals on
new line change account moving
signals to new location

Hours		Rate	Amount
8 hrs.		436.64	16.79
72 hrs.		1.983	142.78
8 hrs.		1.743	13.94
16 hrs.		1.719	27.50
16 hrs.		1.671	26.74
4 hrs.	OT	2.9745	11.90
½ hr.	OT	2.6145	1.31
½ hr	OT	2.5785	1.29
1 hr.	OT	2.5065	2.51

Removing Signals, foundations, and
signal apparatus on retired track

Hours	Rate	Amount
40 hrs.	436.64	83.97
306 hrs.	1.983	606.80
32 hrs.	1.743	55.78
62 hrs.	1.719	106.58
54 hrs.	1.671	90.24

Patrolling, Inspecting Signal Lines WE Andrews 7/16/31

Hours		Rate	Amount
26 hrs.	S/B 36 hrs	1.983	51.56
12 hrs.	1 hr @ 2.9745	1.983	23.80

Gang No. 787			
Move Signals & pole line			
40 hrs.	436.64	83.37	
96 hrs.	1.983	190.37	
32 hrs.	1.743	55.78	
16 hrs.	1.719	27.50	
32 hrs.	1.671	53.47	
Move Pole Line			
101 hrs.	436.64	212.02	
231 hrs.	1.983	458.07	
69 hrs.	1.719	118.61	
77 hrs.	1.743	134.21	
138 hrs.	1.671	230.60	
		6609.31	
3% Vacation Allowance on 6448.29		193.45	
6½% RR Retirement & Unemployment Insurance on	6802.76	442.18	
Insurance:			
3% Workmen's Compensation		204.08	
1% Public Liability & Property Damage		68.03	7517.05
Vo. No. 247477 Personal Expenses Gen'l. Sig. Foreman		92.70	
Vo. No. 236073 Personal Expenses - Signalman		28.05	
Vo. No. 244365 - Lineman		30.00	150.75
502-1 #3679 - Signal Material			
Construct line change signal 564-[illegible]			
2 SH "P-5" 3-Unit signal heads only ea.	199.50	399.00 ✓	
2 SH 5" pipe post 15'8" long with base casting, ladder and ladder foundation for color light signal ea.	125.40	250.80 ✓	
1 SH 1-Unit search light ground signal compl. with ladder		417.85 ✓	
1 SH 2-Unit search light ground signal compl. with ladder and side mount indicator bracket ea.		704.75 ✓	
1 SH 1-Unit high dwarf search light ground signal only ea.		375.15 ✓	

B.L.

2	SH H-2 searchlight heads compl. without background braces - 58.5		ea.		249.40	498.80	✓
1	Class 3 30 ft. full treated Fir line poles	D	ea.		11.43	11.43	✓
13	Class 3 35 ft. pole	D	ea.		13.33	173.29	✓
1	Class 3 40 ft. "	D	ea.		15.24	15.24	✓
2	Class 3 45 ft. "	D	ea.		17.19	34.38	✓
4	Class 3 35 ft. "	D	ea.		23.90	95.60	✓
3	Class 3 45 ft. "	D	ea.		39.75	119.25	✓
5	Class 3 40 ft. "	D	ea.		29.51	147.55	✓ (3)
5	SH 10-pin 10' X arms		ea.		2.34	11.70	✓
2	SH Galv. 2-bolt guy clamps		ea.		.20	.40	✓
14	SH 5/8 x 12 Galv. thru bolts		ea.		.15	2.10	✓
30	SH 5/8 x 14 " " "		ea.		.16	4.80	✓
10	SH 5/8 x 16 " " "		ea.		.19	1.90	✓
35	SH Galv. heel bolts		ea.		.04	1.40	✓
70	SH " toe bolts		ea.		.02	1.40	✓
276	SH ½" steel X arm pins		ea.		.23	63.48	✓
244	SH Side groove insulators		ea.		.07	17.08	✓
34	SH Top groove "		ea.		.19	6.46	✓
100	ft. 9-cond. #14 Tyrex cable		ft.		.05	5.00	✓
70	1¼" enameled bridle rings		ea.		.14	9.80	✓
11	5/8" x 6'0" copperweld ground rods		ea.		1.71	18.81	✓
37	ft. 19-cond. #14 AWG solid aerial cable, etc.		ft.		.64	23.68	✓
90	ft. SH 12-cond. #14 aerial cable		ft.	D	.46	41.40	✓
60	Davidson zinc cable hangers No. 2, 11" long		ea.	D	.03	1.80	✓
2	Thimble eye, straight		ea.		.61	1.22	✓
60	ft. Creosoted ground wire moulding #5021		ft.		.05	3.00	✓
2	Hubbard wire holders No. 4-11-44		ea.		.31	.62	✓
90	ft. SH #6 AWG solid bare copper wire 9#		#		.22	1.98	✓
	902-1 #[illegible]730						
2.2	miles #9 BWG galv. iron line wire 314# mile		lb. 691#	D	.09	62.17	✓

274.56

3452	SH ft. #6 AWG Solid copper line wire 343.2#	lb.		.22	75.50
360	ft. 5/16" 5350 lb. Siemans Martin extra galv. steel strand	ft.		.04	14.40
12	Porcelain strain insulator No. 502-A	ea.	D	.22	2.64
7	Thimble eye, angle	ea.		.46	3.22
20	Galv. 3-bolt guy clamp	ea.		.65	13.00
1	Chance expanding rock anchor Cat. R-220	ea.			3.14
2	Breakarm bracket Model 5016	ea.		1.96	3.92
1	SH Pole box type 1236-55	ea.		12.25	12.25
3	Pole Box Type 1236-100	ea.	D	31.19	93.57
48	#10 AWG solid, soft drawn copper Haberline WP tire wire, 34" long	ea.	D	.03	1.44
.55	miles #8 AWG solid 40% cond. Haberline WP SW line wire 205.7#	lb.	D	.38	78.17
30	Nicopress Offset deadend sleeves for #9 BWG wire No. 92-148-J ea.	ea.		.14	4.20
40	Nicopress splicing sleeve for #9 BWG wire #2-148-J ea.	ea.		.09	3.60
10	Nicopress offset deadend sleeves for #8 AWG wire #91-128 M	ea.		.25	2.50
15	Nicopress splicing sleeve for #8 AWG wire #1-128J	ea.		.08	1.20
30	Nicopress splicing sleeve for #6 AWG wire #1-162-J	ea.		.15	4.50
6	8" Bierce anchors with 5/8" x 6" rod thimble eye.	ea.		2.90	17.40
40	ft. 1/4" 3150 lb. siemons - Martin Galv. Steel Strand	ft.		.03	1.20

502-1 #1608

2	-35 ft. full treated fir piling	ea.	D	41.51	83.02
2	-45 ft. full treated fir line poles, ea.	ea.	D	19.14	38.28
2	-35 ft. cls. 3, full-treated fir line poles	ea.	D	17.18	34.36
3	- 6 ft. 4-pin crossarms	ea.		1.38	4.14
3	-10 ft. 10-pin "	ea.	D	2.29	6.87
12	Galv Iron Crossarm braces dwg. CS-358	ea.	D	.41	4.92
2	5/8" x 14" galv. thru bolts	ea.	D	.34	.68
4	5/8" x 12" galv thru bolt	ea.	D	.22	.88

[illegible]

2 5/8 x 18 galv. thru bolts ea. D .54 1.08

5% Handling Costs on (Except D-Direct shipments $2,985.35 149.27 4182.54

Freight over our own lines

Poles:
Centralia, Wn. to MP 58 149 miles
23.92 tons x 149 miles 3564 ton miles @ .01 35.64

Other Materials
Omaha to M.P. 58 1724 miles
1.078 tons x 1724 miles 18.5 ton miles @ .01 18.58 54.22

Material Released:
502-1 #1679

300 ft, 5/16" Siemans - Martin
Extra galv. steel strand ea. .04 12.00
12 Thimble eye angle ea. .46 5.52
17.52

90% Credit to State

Rental of Equipment:
Boarding Outfits F1253
Signal Gang 782

176079	Box	30	days
176535	"	30	"
176288	"	30	"
01528	Bunk	30	"
011118	"	30	"
02470	DCH	30	"
010815	Tank	30	"
07594	"	30	"
010179	Office	30	"
13681	Ice	30	"
		300	" @ 1.016 day 304.80

Basis for Apportionment:

Total hours worked	2603	
Hours this job	1108	42.56%

42.56% of 304.80 129.72

Signal Gang 784

181028	Coal	30	Days
07884	Water	30	"
0668	DCH	30	"
01049	Office	30	"
07566	Bath	30	"
09793	Bunk	30	"
0858	"	30	"
010934	"	30	"
09532	"	30	"
01095	Tool	30	"
175171	Matl.	30	"
176005	"	30	"
55029	Flat	30	"
24783	Ice	26	"
		416	" @ 1.016 Day 422.66

Basis for Apportionment:
Total Hours worked 3209
Hours this job. 1345 41.91%

41.91% of 422.66 177.14 306.86

Signal Gang 787

07893	Water	30	days
08463	DC&H	30	"
07521	Bath	30	"
010242	Bunk	30	"
09742	"	30	"
01282	Office	30	"
176024	Tool	30	"
151852	Gas	30	"
176244	Matl.	30	"
176590	"	30	"
15581	Ice)	30	"
24720	Ice)	30	

11 cars 30 days 330 Car Days @ 1.016 day 335.28

Basis for Apportionment:
Total hours worked 1420.
Hours this job 832. 58.59%

58.59% of 335.28 196.44 195.

Work Train Service

Date	Eng. No.	Description	Hrs.	Min.	Trainmen	Enginemen
17	2111	Move Signal Matl.	15	59	100.26	72.71
18	7864	" " "	15	59	100.26	73.50
19	7864	" " "	15	30	132.73	100.26
					333.25	246.47
						333.25
					92.63	579.72

3% Vacation Allowance 70.88 17.39
6½% RR Retirement & Unemployment Insurance 597.11 38.81

3% Workmens Compensation	17.91	
1% Public Liability & Property Damage	5.97	659.80

Rental Engs. 2111 & 7864			
3 days @	79.409 day	238.23	
Form 1253-1-Rental of Equipment			
Signal Gang 782			
Chev. Truck No. 68 2 ton	336 miles at .05 mi.	16.80	
Signal Gang 787			
Chev. Truck No. 66 1-1/2 ton	1020 miles @ .05 mi.	51.00	306.03

Signal Bang 784
Studebaker Truck No. 55 3 ton

Fairmont	MC S-2	21 days	.74 day	
"	" M-9	21 "	.74 "	
"	" A-5	21 "	.74 "	
		63 days @	.74 day	46.62

Omitted - July, 1952

PR - 712-2 Signal Gang 787
Signal man patrol lines

38 Hrs. 1.963 Hr.	74.59		
3% Vacation Allowance	2.24		
6½% R R Retirement & Unemployment - 76.83	4.99	81.82	
Insurance 3%			
3% Workmans Compensation	2.30		
1% Public Liability & Property Damage	.77	3.07	
Vo. No. 223435 - July 1952 Personal Expenses Patrolling lines		14.75	146.26

PR Tracks n Sec. 10
Flagging

1	Hr.	Foreman	Hr.	1.734	1.73	
1	"	Sectionman	"	1.575	1.58	
1	"	"	"	1.479	1.48	
4	"	Foreman	"	2.58 OT	10.32	
4	"	Sectionmen	"	2.275 OT	9.10	
4	"	Sectionmen	"	2.22 OT	8.88	33.09

Forward	33.09	
3% Vacation Allowance on 4.79	.14	
6½% RRRetirement & Unemployment tax on 33.23	2.16	
4% Insurance on 33.23	1.33	36.72

Omitted, April, 1952 Vo. No. 184512 Personal Expenses Signalman	1.25

August, 1952
Material Released account
Relocating pole line in new location
Form 502-1 #1433 - MP 57 to MP 57.5

11	Scrap Cls. 3, 35 ft. full treated line poles cut to 20 ft. lengths.	ea.	3.00	33.00	⑦
2	SH Cls 3, 35 ft. full treated fir line piles	ea.	21.00	42.00	
102	½" galv. steel cross-arm pins	ea.	.40	40.80	✓
26	Top groove porcelain insulator	ea.	.19	4.94	✓
98	Side groove insulators SH	ea.	.07	6.86	✓
936	ft. 16-Cond. #14 AWG Aerial Cable, self-supporting SH	ft.	.41	383.76	
50	Galv. iron crossarm braces, CS-358 SH	ea.	.18	9.00	✓
19	10-pin 10 ft. crossarm SH	ea.	2.25	42.75	✓
13	4-pin 6 ft. crossarm SH	ea.	1.39	18.07	✓
3432	ft. #6 AWG solid, hard drawn, copper line wire, 275# SH	C lb.	25.22	69.36	✓
14	Breakarm brackets Model 5016 WRRS SH	ea.	1.00	14.00	✓
9504	#9 BWG galv. iron line wire 565# SH	lb.	.07	39.55	✓
1584	ft. #8 AWG 40% Conductivity Haberline WPCW line ware 112# SH	lb.	.28	31.36	✓
31	Galv. 3-bolt guy clamps	ea.	.19	5.89	✓

MP 57.7 to MP 57.9

300	ft. 5/16" 5350# Siemans-Martin galv. steel strand SH	ft.	.025	7.50
12	Thimble eye-angle	ea.	.30	3.60

M.P. 57.7 to M.P. 57.9 (Cont.)

7	Cls 3, 35 ft. fir line pole, full treated cut to 20 ft. lengths	ea.	3.00	21.00 ⑧
11088	ft. #9 BWG galv iron line wire SH 659#	lb.	.07	46.13
265	ft. #8 BWG 40% Cond. Haberline WP CW line wire 187# SH	lb.	.28	52.36
14	10 pin 10 ft. crossarm SH	ea.	2.25	31.50
98	Side groove insulators SH	ea.	.07	6.86
112	½" galv. steel Crossarm Pins SH	ea.	.40	44.80
28	Galv. iron crossarm braces CS-358 SH	ea.	.18	5.04
21	Galv. thru bolts 14" SH	ea.	.16	3.36

PR-701-1 Suptnce.
Traveling Engr. Account

3 days	410.00 Mo.	23/day	53.48

Engineer - Inspector
Inspecting -

16 days	445.00 Mo.	23/day	309.56

PR 712 - Signal Dept. Gang 782
Removing Retired Poles Acct. Line Change

Signal Foreman	8 hrs.	440.81	16.33
Signalman	80 "	2.003	160.24
Asst. Signalman	8 "	1.763	14.10
" "	16 "	1.739	27.82
Signal Helper	16 "	1.691	27.06

Signal Gang 784
Relocate Signal Pole Line & Signals

Signal Foreman	28 Hrs.	440.81	57.15
Signalman	200 "	2.003	400.60
Asst. Signalman	20 "	1.763	35.26
" "	20 "	1.739	34.78
Signal Helper	24 "	1.691	40.59

Patroling, Inspecting signal Wires

Signalman	28 Hrs.		2.003	56.08
"	5 "	OT	3.0045	15.02
"	36 "		2.003	72.11
"	3 "	OT	3.0045	9.01

PR-713-track Sections
Section 10
Flagging

		(23 da)	
Foreman	3 Hrs.	317.35 Mo.	5.17
Laborers	3 "	1.535	4.60

PR 713 - Track Sections (Cont.)

Laborers	3 Hrs.		1.499	4.49
Foreman	1 "	OT	2.81	2.81
Laborers	1 "	OT	2.305	2.31
"	1 "	OT	2.25	2.25

Section 11
Watchmen:

Laborers	554 Hrs.		1.535	850.39
"	392 "		2.305	903.56
"	23 "	OT	2.81	64.63
"	2 "	OT	3.07	6.14

PR 27 - Telegraph Dept.
Outfit 015
Patrolling line change

Lineman	16 Hrs.		1.931	30.90
"	2 "	OT	2.897	5.79

Move Pole Line

Material Clerk	8 "		1.6741	13.39
Lead Workman	8 "		2.021	16.17
" "	1 "	OT	2.897	2.90

Lineman:

Pole Work	16 Hrs.			
Cross Arm Transferred	8 "			
Wire "	24 "			
	48 "		1.931	92.69

Groundman

Pole work	12 Hrs.			
Wire Transferred	4 "			
	16 "		1.691	27.06

Move Pole Line

Foreman	1 day	435.00 Mo.		14.03
Lead Workman	16 Hrs.		2.021	32.34
" "	2 "	OT	2.897	5.79

Lineman

Pole Set	8 Hrs.			
Cross arms attached	2 "			
Anchors set	2 "			
Guys attached	2 "			
Jumpers Run	4 "			
Test & Connect	4 hrs			
	22 hrs.		1.931	42.48

Groundman	12 Hrs.		1.691	20.29	
Move Pole Line					
Foreman	1 day	435.00 Mo.		14.03	
Lead Workman	8 Hrs		2.021	16.17	
" "	1 "	OT	2.897	2.90	
Lineman					
Testing &Connecting	8 Hrs				
Wire Resagged	24 "				
	32 "		1.931	61.79	
Patrolling line	23 "		1.931	44.41	
Moving Pole Line					
Lead Workman	8 "		2.021	16.17	
" "	1 "	OT	2.897	2.90	
Crossarm					
Attached	24 "				
Disbr.Mat'l.	8 "				
	32 "		1.931	61.79	
				3699.53	
3% Vacation Allowance on 3577.08 (Less OT)				107.31	
6½% RR Retirement & Unemployment on 3806.84				247.44	
Insurance:					
3% Workmens Compensation		on	3806.84	114.21	
1% Public Liability & Property Damage on			3806.84	38.07	4206.56
VO. No. 235614					
M. J. Goss Motor Car Co.					
Car Rental				225.70	225.70
Personal Expenses.					
Vo. No. 240194 - Instrumentman			9.30		
Vo. No. 239912 - Inspector			60.85		
Vo. No. 239712 - Traveling Engineer Accountant			24.50		
Vo. No. 243684-Groundman			22.90		
Vo. No. 242116-Lineman			33.35		150.90

Rental of Equipment
Boarding Outfits
Form 1253
Signal Gang 782

176079 Box	31 Days
176[illegible] "	31 "
176[illegible] "	31 "

Signal Gang 782 (Cont.)

176288	Box	31	Days
01588	Bunk	31	"
011118	"	31	"2"
02470	DCH	31	"
010815	Water	31	"
07594	Bath	31	"
010179	Office	31	"
13681	Ice	3	"
15581	"	28	"
176129	Box	31	"
55521	Flat	31	"
55523	"	31	"
		434	"

1.016 440.94

Basis for Apportionment:

Total Hours	2928	
This job	128	4.37%

4.37% of 440.94

19.27 19.27

Signal Gang 784

24783	Ice	31	Days
181028	Coal	10	"
151976	"	21	"
07884	Water	31	"
0668	DC&H	31	"
01049	Office	31	"
07566	Bath	31	"
09793	Bunk	31	"
0858	"	31	"
010434	"	31	"
09532	"	31	"
010195	"	31	"
176292	Matl.	31	"
176005	Gas	31	"
176308	Matl.	31	"
		434	"

@ 1.016 Day 440.94

Basis for Apportionment;

Total Hours	2848	
Hours this job	364	12.78%

12.78% of 440.94

56.35 56.35

Teleg. Outfit 015

0596	Bunk	31 Days
07561	Bath	31 " "
05620	Bunk	31 "
09943	Bunk	31 "
55895	Flat	31 "
151949	Matl.	31 "
159193	Tool.	31 "
151139	Matl.	31 "
151650	"	31 "
151908	"	31 "
151199	"	31 "
04817	Comm.	31 "
04877	Diner	31 "
0474	Water	31 "
17096	Ice	31 "
		465 " 1.016 Day 472.44

Basis for Apportionment:

Total Hours	2807			
This job	246	8.76%		
8.76% of 472.44			41.39	41.39

- November, 1952 -

PR 701 - 1 & 2 Superintendent
Traveling Engr. Accnt.

3 days -	410.00 Mo. (19 da)	64.74	64.74

PR 712-1 Signal Gang 784
Relocating Signal Pole Line
and Signals

Signal Foreman	104	Hrs.	440.81 Mo. (25 day)	229.22	
Signalman	616	"	2.003 Hr.	1233.85	
" OT	6	"	3.0045 "	18.02	
Asst. "	157	"	1.763 "	276.79	
Signal Helper	80	"	1.691 "	135.28	1893.16

PR 712-2 Signal Gang 784

Signal Foreman	96	Hrs	440.81 Mo. (25)	211.59	
Signalman	440	"	2.003 Hr.	881.34	
Signalman OT	18	"	3.0045 "	54.06	
Asst. Signalman	136	"	1.763 "	239.77	
" " OT	2	"	2.6445 "	5.28	
Signal Helpers	272	"	1.691 "	459.94	
" " OT	4	"	2.5365 "	10.16	1862.14

PR 712				
Asst. Signal Supervisor				
104 Hrs.		489.40 Mo. (30da)	212.07	212.07
PR 27-91 Teleg. Dept.				
Outfit No. 015.				
Moving Pole Line				
Foreman				
Moving Pole Line				
Foreman	1 day	435.00 Mo.	14.50	
Lead Workman	36 Hrs	2.897 Hr.	104.29	
Lineman:				
Crossarm Work	40 hrs.			
Salvage Matl & Clean R/W	8 hrs.			
Distbr. of Matl	8 hrs.			
Wire work	56 "			
	112 hrs.	2.897 Hr.	324.46	
Groundman				
Wire Work	72 Hrs.			
Salvage Matl And clean R/W	8 "			
Distbr of Matl	8 "			
Service outfits	16 "			
	104 Hrs.	2.537	263.85	707.10
Meno. M.P. 56.5 to M.P. 58.5				
Lead Workman	16 Hrs.	2.021	32.34	
" "	2 "	OT 2.897	5.79	
[illegible]:				
Lineman:				
Wire Work	8 Hrs.			
Salvage Matl & Clean R/W	7 "			
Testing & Connecting	9 "			
Sleeving Wires thru St. dead end poles	32 "			
	56 "	1.931	108.14	
Groundmen				
Salvage Matl & Clean R/W	38½ Hrs.	1.691	65.10	211.37

Meno & Hood River
MP 58 to MP 63

			(30 day)		
Foreman	1 day	435.00	Mo.	14.50	
Lead Workman	32 hrs.	2.021	Hr.	64.67	
" "	4 "	2.897	" OT	11.59	

Linemen:

Crossarm Work	19 Hrs.				
Wirework	46½ "				
Salvage Matl & Clean R/W	3 "				
Jumpers run	20 "				
Test & Connect	42 "				
	130½ "	1.931	Hr.	252.00	

Groundmen:

Crossarm Work	20 Hrs.				
Wire Work	51½ "				
Salvage & clean Right of way	8 "				
Jumpers run	8 "				
Testing & Connecting	8 "				
Service Outfit	16 "				
	111½ "	1.691	Hr.	188.55	531.31

PR - Track Sections 713
Sec. 11
Roadway Watchmen

Foreman	15 Hrs.	2.81	Hr.	42.15	
Laborers	392 "	1.535	"	601.72	
Laborers	338 "	2.305	" OT	779.09	1422.96
					6904.85

3% Vacation Allowance on 6020.86	180.63	
6½% RR Retirement & Unemployment 7085.48	460.56	
Insurance:		
3% Workmens Compensation	212.56	
1% Public Liability & Property Damage	70.85	7829.45

Personal Expenses

Vo. No. 267341 Signalman	49.95	49.95

F 1253 - Boarding Equipment
Signal Gang 784

84783	Ice	20 days
90513	"	10 "
151976	Coal	30 "
07884	Water	30 "
0668	DC&H	30 "
01049	Office	30 "

F [illegible]253 - Boarding Equipment (Cont.)

07566	Bath	30	Days
09793	Bunk	30	"
0858	"	30	"
010434	"	30	"
09532	"	30	"
010195	"	30	"
176292	Matl.	30	"
176005	Gas	30	"
176308	Matl.	30	"

420 Days @ 1.016 Day 426.72

Basis for Apportionment

Total Hours Worked	2083	
Hours this Job	1933	92.7%

92.7% of 426.72	395.57	395.57
Vo. No. 259331 - M. J. Gass Motor Co. Car Rental		168.70

F 502-1 #2045
Move Pole Line [illegible]

[illegible] Permanent

100	Sleeves Nicopress 2-165 J-For #8 BWG Iron Wire	ea.	.06 (D)	6.00	
50#	Copper tie wire SD#9 AWG 22" Long	lb.	.31	15.50	
200	Sleeves Nicopress 1-114J	pc.	.08	16.00	
50 ✓	Ft. Strand Galv. guy and Messengerft.		.04	2.00	
	5% Cost of Handling on 33.50 (Except D)			1.68	
				41.18	41.18

Truck Rental
Signal Gang 784
Stude MW 55 3 ton

711 miles @	.05 Mile	35.55	35.55

Boarding Outfit
Teleg. Gang. 015

0596	Bunk	30	Days
07561	Bath	30	"
05620	Bunk	30	"
09943	"	30	"
55895	Flat	30	"
151949	Matl.	30	"
159193	Tool	30	"

[illegible]

176170	Coal	30 days			
151139	Matl.	30 "			
151908	"	30 "			
151908	"	30 "			
151199	"	30 "			
04817	Comm.	30 "			
04877	Diner	30 "			
0474	Water	30 "			
90033	Ice.	10 "			
		460 days	1.016 day	467.36	

Basis for Apportionment:

Total Hours Gang 015	2383		
Hours this job	656	27.5%	
27.5% of 467.36			128.52

- December 1952 -

PR 712 Signal

Gen'l. Sig. Foreman	32 hrs.		489.40	63.15

Signal Gang 782
Handle Signal Material with work train
Pick up old signal poles

Signalman	32 hrs.		2.003	64.10

Signal Gang 784

Foreman	40 Hrs.		540.81	81.63	
Signalman	216 "		2.003	432.64	
Asst. Signalman	32 "		1.763	56.41	
Signal Helper	176 "		1.691	297.62	
" "	8 "	OT	2.5365	20.29	1015.84

3% Vacation Allowance 995.55 (Less OT)	29.87	
6½% RR Retirement & Unemployment on 1045.71	67.97	
Insurance:		
3% Workmens Compensation	31.37	
1% Public liability & Property Damage	10.46	
Vo. No. 263628 Personal Expenses - Signalman	31.35	[illegible]

F 502-1 #2345 Signal

91	Galv 3 Bolt guy Clamps ea.		.65	59.15
40	½" Galv. Steel X arm pins #71	D ea.	.44	17.60
1 Mi.	Galv. iron line wire BWG Grade 35 314# per mi.	D lb.	.09	28.26
30	Porcelain strain insulators No. [illegible]-A	D ea.	.22	6.60

12.5#	Galv. iron [illegible] BWG 13" long		lb.	.04	.50 - X	
30	Angle Thimble eye		ea.	.46	13.80	
1000 ft.	5/16" 5350 lb. Siemans-Martin extra Galv Steel strand	D	ft.	.04	40.00	
20	Cls 3, 35 ft. full treated fir line poles	D	ea.	23.90	478.00	– (5)
40	5/8 x 16" galv. iron thru bolts	D	ea.	.26	10.40	
10	5/8 x 12" do	D	ea.	.22	2.20	
11	5/8 x 14" dc	D	eea.	.34	3.74	
50	Nicopress splice sleeve for #8 AWG wire #1-123-J		ea.	.15	7.50	
50	Nicopress splice sleeve for #6 AWG wire #1-162-J		ea.	.08	4.00	
30	Chance 8-W Anchor		ea.	2.36	70.80	
30	5/8 x 6' galv rod with thinble eye		ea.	1.71	51.30	
	5% Cost of Handling on (Except D)			207.05	10.35	808.20

Freight over our own lines
Omaha to MP 58 1724 miles
Signal Material: 1514# .757 tons 1305 ton miles @ .01 — 13.05
Poles: Centralia to M.P. 58 149 miles x 11.3 tons miles @ .01 — 16.84

Tele. & Tele. Department
F 502-1 #2303

915#	#9 BWG Copperweld line wire from teleg Stock	D	lb.	.30	274.50	
619#	#9 BWG Copperweld line wire from teleg stock	D	lb.	.30	185.70	460.20

Credit for material Released:

2	Wires #4 BWG Iron 2(790# x2)	3160#
2	Wires #6 BWG " 2(574 x 2)	2296#
		5456#

5456# lb.	.12	[illegible]	
1 Wire #4 BWG Iron 1(790#x2) 1580# lb. .12	1580#	[illegible]	– Replaced with Copper line wire
1614# wire copper line #9 AWG lb. .16		[illegible]	
2 Wires #9 BWG 2(305#x2) (Scrap) 1220# lb. .0075	1220#	[illegible]	– Retired & Not Replaced
84 Poles WCT Class 4 ea. 12.25 Less 15% Service Life on poles	154.35	154.35	(4)

Credit for Material Released (Cont.)

10	Bolts Crossarms 5/8 x 12	ea.	.09	.90	
12	Bolts Crossarms 5/8 x 14	ea.	.11	1.32	
6	Bolts Crossarms 5/8 x 16	ea.	.12	.72	
150	Braces X Arms 28"	ea.	.11	16.50	
20	Brackets, transportation point type right & left	ea.	1.49	29.80	
20	Clamps, Guy 3 bolt L	ea.	.12	2.40	
5	Brackets, Point type	ea.	.48	2.40	
75	Screws, Fetters, Drve ½ x 4½	ea.	.02	1.50	
1000	Pins, Steel Std.	ea.	.14	140.00	
1000	Insulators, Std. Glass	ea.	.06	60.00	[illegible]

F 502-1 # (TE#1111) *Permanent with Telegraph*

2030#	Copper Line wire #9 BWG SH	lb.	.16	324.80	
1512#	Iron Line wire #8 BWG SH	lb.	.05	75.60	
270	Insulators-Standard Glass SH	ea.	.06	16.20	
18	Bolts, Crossarm 5/8" x 14" SH	ea.	.10	1.80	
9	Bolts, Crossarm 5/8" x 16" SH	ea.	.11	.99	
54	Brace Crossarm 28" galv. SH	ea.	.11	5.94	
30#	Wire Copper ties 22" long	lb.	.16	4.80	
15#	Wire Iron tie 13" long	lb.	.06	.90	
	5% Cost of Handling 431.03			21.55	452.58

Freight over our own lines
Form 1253
Rental of Equipment:
Signal Gang 784

90513	Ice	23 Days
151976	Coal	31 "
07884	Water	31 "
0668	DCH	31 "
01049	Office	31 "
07566	Bath	31 "
09793	Bunk	31 "

085[illegible]	Bank	31 Days			
010434	"	31 "			
09532	"	31 "			
010195	Tool	31 "			
176292	Matl	31 "			
176005	Gas	31 "			
176308	Matl.	31 "			
		426 "	1.016	432.82	

Basis for Apportionment:

Total Hours Worked	2653			
Hours this job.	472	17.79	77.00	77.00

- January, 1953 -

PR 701-1 Supt. Traveling Engr. Accnt. 3 days	419.25 Mo. (21)	59.89	

- February, 1953)

PR 701-1-2 Supt. Traveling Engr. Acct. 6 days	419.25 Mo. (19)		132.40	
			192.29	
3% Vacation Allowance			5.77	
6½% RR Retirement & Unemployment tax on		198.06	12.87	
Insurance:				
3% Workmens Compensation			5.94	
1% Public Liability & Property damage			1.98	218.85
Vo. No. 284522 Pers. Expenses, Trav. Engr. Acct.				27.30

F 502-1 #215 - Signal Lines

14	550V Lightning Arresters Model 9 LA 10-A 202, SH ea.	2.25	31.50	
84	1/2" Galv. Steel Crossarm ~~pins-SH~~ pins, SH ea.	.23	19.32	
8	Plug Cutouts #104277 with 3 Amp. fuse SH ea.	1.91	15.28	Return OK
1	Pole Box, type 1236-100SH ea.	25.60	25.60	
7	Thimble eye, straightSH ea.	.30	2.10	
4	Type HS, KVA line transformer 600/120 volt SH ea.	30.65	122.60	OK
29	Galv. 2-Bolt guy clampsSH ea.	.20	5.80	
12	Porcelain strain insulators #502A SH ea.	.11	1.32	
56	Pole Steps #7123 SH ea.	.11	6.16	OK

2	Hubb and wire holders No.4-11-44		ea.		.31	.62	
4	Copperweld ground rods 5/8 x 6'		ea.		1.71	6.84	✓
4	Special ~~#21~~4 disconnect switch, 7500V 150 Amp comp. with Clevises, strain insulators and hangers.	SH	ea.		15.00	60.00	[illegible] OK
17	Cls. 3-35 ft. full treated fir line poles		ea.	D	23.90	406.30	✓
1	Cls 3 40 ft. full treated fir line pole		ea.	D	29.51	29.51	✓
2	Cls. 3 50 ft. full treated fir line pole		ea.	D	45.00	90.00	✓
179	Heel bolts	SH	ea.		.03	5.37	✓
112	5/8" x 16" Galv. Thru bolts	SH	ea.		.19	21.28	✓
238	Galv. toe bolts	SH	ea.		.02	4.76	✓
4	Braces for 7'9" pole spacing, etc. #1150-X	SH	ea.		.20	.80	
40	Style C 1-1/4" enameled bridle rings		ea.		.14	5.60	✓
268	Galv. Crossarm braces	SH	ea.		.20	53.60	✓
95	Top groove porcelain insulators	SH	ea.		.19	18.05	✓
80	Side groove Hemingray #19 insulators	SH	ea.		.08	6.40	✓
17	Davidson Zinc Cable Hangers 11" long		ea.	D	.03	.51	
60	ft. Creosoted ground wire moulding #2502		ft.	D	.05	3.00	
74	ft. 1/4" 3150 lb. Siemons Martin extra galv. steel strand		ft.	D	.02	1.48	
82	ft. 14-Cond. #14 AWG solid self-supporting aerial cable		ft.	D	.62	50.84	Repi[illegible]
1	Precast Concrete foundation 36" barrell, bolt spacing 23-7/8" x 23-7/8" with found bolts, etc.		ea.			57.05	
4	Precast Concrete Corner piers anchorsbolts to extend 3½" above top of Bound, etc.		ea.		9.21	36.84	
61	4-pin 6' crossarm		ea.		1.37	83.57	
52	10-pin, ft. crossarm		ea.		2.29	119.08	
						1291.18	
	5% Cost of Handling					64.56	1355.7

Freight over our own lines:

Centralia, Wn. to M.P. 58, 149 miles Poles - 11.3 tons x 149 - 1684 ton miles @ .01	16.84
Signal Mat'l. - Omaha to M.P. 58 - 1724 miles 1.7 tons x 1724 miles, 2931 ton miles @ .01	29.31
Foundations - Kansas City to M.P. 58 1917 miles 1.3 tons x 1917 miles - 2492 ton miles @ .01	24.92

Material Released:

F 502-1 #214

5	Precast concrete foundation 48" bbl bolt spacing 23-7/8" x 23-7/8" compl. with nuts, bolts & washers SH	ea.		43.50	217.50	5 @ 58.44
4	Special ~~[illegible] switch~~ Disc Sw 7500V 150 Amp. comp., etc. SH	ea.		15.00	60.00	"
2395	ft. 5/16" Siemans-Martin extra galv. steel strand Scrap	ft.		.005	11.98	
800	ft. 2 Cond. #12 AWG stranded twisted pair SH	ft.		.05	40.00	ok
13	Cls. 3 30' line poles Scrap	ea.		2.50	32.50	10

F. 502-1 #215

14	550V lightning Arresters SH	ea.		2.25	31.50	"
594	½" Galv. steel crossarm pins SH	ea.		.23	136.62	
8	Plug cutouts #104227 SH	ea.		1.91	15.28	"
2	pole box type 1236-55SH	ea.		27.50	55.00	1 used 12.25
1	2 - Unit SL Seg. Comp with ladder & side mount ind. bracket SH	ea.	704.75		469.00	
1	1-Unit high dwarg. SL ground signal SH	ea.	375.15		250.00	
37	ft. 19-Cond, #14 Aerial cable, Scrap 33#	lb.		.15	4.96	
2	P-5 3 Unit signal heads SH	ea.	199.50	130.00	260.00	
2	5" Pipe post 15' 8" long SH	ea.	12[illegible]	32.00	64.00	
1	1-Unit S.L. ground sig. comp. with ladder SH	ea.	"		278.00	
100	ft. 9-Cond #14 Tyrex Cable SH	ft.		.28	28.00	
1	Bootlegs, type 1182-22X SH	ea.		2.40	2.40	

And

F. 502-1 #327

500	Ft. #14 Twisted pair wire	SH	ft.	.07	35.00	
1	Class 3, 40' line pole scrap		ea.	3.50	3.50	
2	Class 3, 45' " scrap		ea.	5.00	10.00	(11)
4	Class 3, 50' line pole scrap		ea.	5.50	22.00	
5	Class Transposition bayonets	SH	ea.	3.45	17.25	
7	Ground bayonets	SH	ea.	3.45	24.15	
16	5/8 x 18" Dbl arm bolts	SH	ea.	.23	3.68	
132	Galv. Heel bolts	SH	ea.	.03	3.96	
221	5/8 x 16" Galv. thru b bolts	SH	ea.	.13	28.73	
264	Galv. tie bolts	SH	ea.	.02	5.28	
4	Braces for 7' x 9" pole spacing #1150-X	SH	ea.	2.86	11.44	
14	Breakarm brackets A-5016	SH	ea.	1.00	14.00	
110	Bridle rings, Style "C"	SH	ea.	.10	11.00	
67	6' 4-pin crossarms	SH	ea.	1.45	97.15	
2	H-2 S.L. heads comp. without background braces	SH	ea.	186.00	372.00	
4	Pole box, type 1236-100	SH	ea.	25.60	102.40	3-31.19 1-25.60
11	Straight thimble eye	SH	ea.	.33	3.63	
49	Angle Thimble eye	SH	ea.	.38	18.62	
4	Type HS, 1 KVA line trans-former 600/120 Volts	SH	ea.	30.65	122.60	
4	Wire holders #4-11-44	SH	ea.	.23	.92	
31	Galv. 2-bolt guy clamp	SH	ea.	.20	6.20	
142	Galv. 3-bolt " "	SH	ea.	.38	53.96	
69	Porcelain strain insulator #502A	SH	ea.	.11	7.59	
56	Pole steps	SH	ea.	.11	6.16	
2	Cls. 3 60 ft. fir poles scrap		ea.	6.00	12.00	Pole (11)
7515ft.	# 8 AWG WP line wire Scrap		lot	132.27	132.27	
3600	ft. #6 AWG WP line wire scrap		lot		71.28	
290	ft. 2-Cond #6 AWG solid SS Aerial cable	SH	ft.	.29	84.10	Jmy
25	Bootlegs	SH	ea.	2.40	60.00	

2	Universal Messenger hanger #8911	SH	ea.	.25	.50	Pole (12)
60	Cls 3, 35' line pole Scrap		ea.	3.00	180.00	
77	ft. 12-Cond. #14 Aerial Cable Scrap, 69#		lb.	.15	10.35	
114	Siemans-Martin extra Galv. steel strand scrap		ft.	.005	.57	
82	Ft. 14-Cond #14 Aerial Cable SS Scrap	74#	lb.	.15	11.10	— OK
67	10' 10-pin crossarms	SH	ea.	2.34	156.78	
216	Crossarm braces CS 358	SH	ea.	.20	43.20	
157	Top groove porcelain insulators	SH	ea.	.28	43.96	724.78
446	Hemingray #19 insulator	SH	ea.	.08	35.68	

F 502-1 #316

1	36" Conc. foundation 23-7/8" x 23-7/8" bolt space, etc.	SH	ea.	41.81	41.81	
4	Conc. corner piers, etc.	SH	ea.	6.90	27.60	
4	Class 3, 45' full treated fir line poles	SH	ea.	5.00	20.00	(12) 3869

Additional Compensation for the period December 1, 1952, to March 31, 1953 inclusive, under the Guthrie Award dated March 18, 1953

PR 712 - Signal - Dec., 1952
Signal Gang 782

Handle signal Material with work train

496 hrs.	Hr.	.04		19.84
8 "	"	.06	OT	.48
				20.32

3% Vacation Allowance on	19.84	.60	
6½% RR Retirement & U.I. tax on	20.92	1.36	
4% Insurance		.82	23.10

Cost to compile Bill:

Bill Clerk	56 Hrs.	346.22 Mo.(23)	105.37	
Bill Examiner	3 "	356.49 " (23)	5.81	
Comptometer Operator	16 "	299.98 " (23)	26.09	
Typist	14 "	307.17 " (23)	23.37	
Traveling Engr. Acct.	3 days	19.3545 day	58.06	
			218.70	
3% Vacation Allowance			6.56	
6½% RR Ret. & UI Tax	on 225.26		14.64	
4% Insurance			9.01	248.91
	Total			28454.92

Salem, Oregon March 2 ,19 54

STATE OF OREGON

To Union Pacific Railroad Co. ,Dr.
Omaha 2, Nebraska

Project Wygant Park - Hood River

Highway Comm. Agreement No. RR383

Sub-Division No.

Ry. Company's Agreement No. Audit 76862

Estimate No. 2

Period Covered August 1952

Prefix & Acct. No. 14-1019

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 631999	20957.06	20957.06	-o-
Bill 653239	19123.45	-o-	19123.45

Totals	40080.51	20957.06	19123.45
Retained 10 %	4008.05	2095.71	1912.34
Total Payments	36072.46	18861.35	17211.11

Pay This Estimate $ 17211.11

Computed by Checked by

Approved Field Engr. Approved:

Previous Voucher No.

eag

Bridge Office Engineer

FORM E-30 25M 9-51 92319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
[illegible] 1954
OFFICE OF
DIVISION ENGINEER

Portland, Ore.
February 24, 1954

SUBJECT: UP bill No. 653239

To:

Mr. Dean Swift
Asst. Division Engr.
State Highway Dept.
Bend, Oregon

Dear Sir:

I am returning herewith the approved Union Pacific bills as you requested. I would appreciate it very much if one copy of these bills could be returned to me as I cannot give them a good check without knowing what I have previously approved. I have a copy of the bills I approved last year.

Very truly yours,

L. V. Blickenstaff
L. V. Blickenstaff
Resident Engineer

Paxson –
Would it be possible to comply with above request?
Swift

NOTED
DEAN SWIFT

To L V Blickenstaff DATE 3/2/53

Per your request
to Swift & 2/24/53 -
Copy of bill 653239 for
your file

SIGNED Gardner

PLEASE REPLY HERE

To ____________________ DATE ____________

SIGNED ____________

NOTE - INDIVIDUAL ORIGINATING CONFIRMEMO RETAINS YELLOW COPY, FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMEMO.

NO. 220

3-53-100M

Form 130A

[illegible]

BILL NO. 653239

MONTH'S ACCOUNT

DEPT. NO.

DATE MADE JAN 28 1954 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR [illegible]

14-1019 284 3574^{48}
285 15548^{5}
19123^{4}

RECEIVED
NOV 14 1955
DIVISION 8

1-6-55

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

UNION PACIFIC RAILROAD COMPANY

Cost of engineering, inspection watchmen , flagmen & rearranging telegraph & Signal lines.

August 1952

Payroll 701 - Supt. Oregon WC Poond 8/4-15 Con [illegible] 16-31

Engine✓Inspector 31 days	445.00 Mo. 31 da.	445.00	
3% Vacation Allowance		13.35	
6% RR Retirement & Unemployment on 458.35		27.50	
Insurance			
3% Workmen's Compensation		16.75	
1% Public Liability & Property Damage		4.58	507.18
Personal Expenses - Vo. Nos.222506 & 224128			67.00
M.J. Goss Motor Co. Car Rental Vo. No. E 212368			253.00

Telegraph Dept.
R.E. Becker, Lineman
Patrolling telegraph line
between MP 56.5 and 62.8

57 hrs.	@ 1.911 hr.	108.93	
1 "	@ 2.867 "	2.87	
3% Vacation Allowance on 108.93		3.26	
6% RR Retirement & Unemployment on 115.06		6.90	
Insurance 3% Workmen's Compensation		3.45	
1% Public Liability & Property Damage		1.15	126.56
Personal Expenses Vo. No. E 222540			42.92

Teleg. Dept. Gang No. 015 - PR #27 (Form 203)
Relocate wires and crossarms

Foreman	4 days	435.00 Mo. 31 da.	56.13
Mat'l. Clerk	2 "	304.66 " 21 "	29.02
Leading Workmen	16 hrs.	2.001 hr.	32.02
" "	2 "	2.867 " O.T.	5.73

Lineman:

Crossarm work	16 hrs.		
Wire Work	60 "		
Jumpers Run	12 "		
Dead Ends Made	8 "		
	96 "	1.911	183.46

Groundmen:

Crossarm work	4 hrs.		
Jumpers Run	2 "		
Dead Ends Made	2 "		
	8 "	1.671	13.37

fwd

Relocate Pole Line					
Foreman	6 days	435.00 Mo. 31 da.	84.19		
Material Clerk	5 "	304.66 " 21 "	72.54		
lead Workman	72 hrs.	2.001 hr.	144.07		
" "	9 "	2.867 " OT	25.80		
Lineman:					
Pole work	16 hrs.				
Crossarm work	22 "				
Anchor	24 "				
Wire Work	48 "				
Jumpers Run	8 "				
Dead Ends Made	8 "				
Testing & Connecting	8 "				
	134	1.911	256.07		
Groundmen:					
Pole work	80 hrs.				
Crossarm work	20 "				
Anchor work	8 "				
Wire work	106 "				
Dead Ends Made	8 "				
Cutting trees	16 "				
	238 "	1.671	397.69		
			1300.09		
3% Vacation Allowance on 1268.56			38.06		
6% RRRetirement & Unemployemtn on 1338.15			80.29		
Insurance:					
3% Workmens Compensation on 1338.15			40.14		
1% Public liability & Property damage on 1338.15			13.38		1471.96
Rental of Equipment:					
Form 1253					
Boarding outfits Gang 015					
16 outfit cars 31 days 496 car days					
496 Car days @ 1.016 per day				503.94	
Basis of Apportionment:					
Total hours worked Gang 015	3218				
Hours this job	711 592	18.4%			
18.4% of 503.94				92.72	92.72

Form 502-1 #1538 57.24 - 57.31 Temporary Work

Temp Relocate Pole line

1250# wire copperweld line #9 AWG	lb. .30	375.00
10# Wire Copper tie AWG 22" long	lb. .31	3.10
Move line to temporary location		
16 Double Arming 5/8" x 18" Bolts Hubbard	ea. .22	3.52
15# Wire Copper tie #9 AWG 22" long	lb. .31	4.65
10# Wire Iron tie #9 BWG 13" long 16 pcs. to# 160 pcs.	ea. .008	1.28

Form 502-1 #1523

Temporary

Protecting pole line acct. State Blasting							
50 sleeves, Nicropress #1-114D		ea.	.06	3.00			
20 " " #2-165J		ea.	.06	1.20			
5% Cost of Handling on 16.75				.84	392.59	392.59	
Freight over our own lines:							
1318# Omaha to MP 58 1722 miles							
1135 ton miles @ .01 ton mile					11.35	11.35	
Tel. & Tleg. Dept. - Form 5321							8/4/45
Labor: Patrolling Line							Rpr. Line damaged by Contractor
R.E.Becker, Linemen	3	hrs.	1.911	5.73			
3% Vacation Allowance				.17			
6% RRRetirement & Unemployment on 5.90				.35	6.25		
Material:							
10# copper wire #9		lb.	.16	1.60			
17 " sleeves #9		ea.	.18	3.06			
30# Copper wire #9		lb.	.16	4.80			Billed to [illegible]
26 " sleeves #9		ea.	.14	3.64			
5# Iron wire #8		lb.	.06	.30			9.54
5# " sleeves #8		ea.	.16	.80			
				14.20			
5% cost of Handling				.71	14.91	21.16	
Signal							
PR 712-Signal							
Protect signal lines	34	hrs.	1.983 hr.	67.42			Anderson
" " "	9	"	2.9445 "	26.50 OT			
Patrolling lines MP 50 & 70	4	hrs.	1.983 "	7.93			Rounds
Patrolling lines MP 50 & 70	4	hrs.	2.9745 "	11.90 OT			
Gang 784							
Digging holes and setting poles for permanent line							
Signal Foreman	44	hrs.	436.64 mo. (26 da.)	92.37			
Signalman	216	"	1.983 hr.	428.33			
Asst. Signalman	24	"	1.743 "	41.83			
" "	16	"	1.719 "	27.50			
Signal helpers	76	"	1.671 "	127.00			
Building temporary line							
Signal Foreman	48	"	436.64 mo. (26 da.)	100.76			
Signalman	382	"	1.983 hr.	757.51			[illegible]
"	7	"	2.9745 "	20.82 OT			
Asst. Signalman	46	"	1.743 "	80.18			
" "	1	"	2.6145 "	2.61 OT			
" "	36	"	1.719 "	61.88			
" "	156	"	1.671 "	260.68			
" "	3	"	2.5065 "	7.52 OT			

Install new insulated joints in track			
Signalman	4 hrs.	1.983 hr.	7.93
Asst Signalman	6. "	1.743 "	10.46
Splicing cables in preparation to moving signals			
Signalman	14 hrs.	1.983 hr.	27.76
Gang 782			
Digging Pole holes & setting poles moving pole line			
Signal Foreman	8 hrs.	436.64 Mo. (26 da)	16.79
Signalman	72 "	1.983 hr.	142.78
"	32 "	1.719 "	55.01
Asst. Signalman	24 "	1.671 "	40.10
Installing Signal foundations and underground wiring at new line change - move signals			
Signal Foreman	80 hrs.	436.64 mo.	167.94
Signalman	416 "	1.983 hr.	824.93
Asst. Signalman	216 "	1.719 "	371.30
Asst. "	152 "	1.671 "	253.99
Installing insulated joints			
Signalman	16 hrs.	1.983 hr.	31.73
Delayed account trains switching at Hood River			
Signalman	4 hrs.	2.9745 hr.	11.90 OT
Asst. Signalman	2 hrs.	2.5785 "	5.16 OT
" "	1 hrs.	2.5065 "	2.51 OT
Relocate Signals, etc.			
General Signal Foreman	112 "	484.54 Mo. (31 da)	218.82
Clerk	24 "	321.46 Mo. (21 da)	45.90
Patrolling, Inspecting and repairing damage after shot to Signal wires			
Signalman	16 hrs.	1.983 hr.	31.73
"	1 "	2.9715 "	2.99 OT
Protecting signal lines	4. "	1.983 "	7.93
Signal Gang 782			
Installing Signal Foundations and Signals			
Signal Foreman	40 hrs.	436.64 mo.	83.96
Underground cables & Wireing			
Signalman	192 "	1.983 hr.	380.74
Asst. Signalman	32 "	1.743 "	55.78
" "	64 "	1.719 "	110.02
" "	64 "	1.671	106.94
Signal Gang 784			
Relocating Signal Pole line & Signals			
Signal Foreman	96 hrs.	436.64 mo.	201.53
Signalman	664 "	1.983	1316.72

Signal Gang 784 (Cont'd)				
Asst. Signalman	60 hrs.	1.743 hr.	104.58	
" "	68 "	1.719 "	116.89	
" "	308 "	1.671 "	514.67	
General Signal Foreman				
Construct line change	64 hrs.	484.54	125.04	
Clerk	24 hrs.	321.86	45.97	
Signal Gang 782 Digging Pole Holes and Setting Poles, Installing arms & Line Wires				
Signal Foreman	64 hrs.	436.64	134.35	
Signalman	360 "	1.983	713.88	
Asst. Signalman	48 "	1.743	83.66	
" "	96 "	1.719	165.02	
" "	96 "	1.671	160.42	
			8820.57	
3% Vacation Allowance on 8728.66			261.86	
6% RRRetirement & Unemployment on 9082.43			544.95	
Insurance				
3% Workmens Compensation			272.47	
1% Public Liability & Property Damage			90.82	9990.67
Payroll Other Gangs Loco Crane 0287 Moving Signals, etc.				
	8 hrs.	1.971 hr.	15.76	
	½ "	2.955 " OT	1.48	
	8 "	1.635 "	13.08	
	½ "	2.455 " OT	1.23	
			31.55	
3% Vacation Allownce on 28.84			.87	
6% RRREtirement & Unemployment on 32.42			1.95	
Insurance:				
3% Workmens Compensation			.97	
1% Public Liability and Property Damage			.32	35.66
Rental of Crane 0287 25 ton Copy 1 day				6.19
Vo. No. 222546 - Personal Expenses Gen'l Signal Foreman				145.80
502-1 #1574 signal Construct line change				
3' Precast concrete foundation 48" bbl. bolt spacing 23 7/8" comp. with nuts bolts & Washers		58.94 ea.	176.82	
2 Cont. insulated joints for 133# RE rail 6 hole armored		30.16 ea.	60.32	

[illegible]	Cont. insulated joints for [illegible]# RE rail 6 hole armored	31.22 ea.	62.44	2 [illegible]
240	Side groove insulator Whitall Tatum glass	.08 ea.	19.20 D	
24	Top groove porcelain insulators 0312847	.28 ea.	6.72	
4	Cls. 3 35 ft. full treated line pole fir	17.18 ea.	68.72 D	②
4	Cls. 3, 45 ft. full treated fir line pole	24.88 ea.	99.52 D	
100	ft. 5/16" 5350# Seimans-am Martin extra galv. steel strand	.04 ft.	4.00	
4	galv. 3 bolt guy clamp	.65 ea.	2.60	
12.5#	#9 BWG galv. iron tie wire	.04 lb.	.50	
12	6' 4 pin crossarms S.H.	1.39 ea.	16.68	
24	10' 10 pin " S.H.	2.25 ea.	54.00	
40	Galv. iron Crossarm braces SH	.18 ea.	7.20	
240	1/2" galv. steel crossarm pins SH	.40 ea.	96.00	
2070	ft. single cond wire #6 AWG solid UG etc.	.19 ft.	393.30 D	
2210	Single condr UG wire #9 AWG solid 5/64" wall anhydrex ins. etc.	.08 ft.	176.80 D	
1200	ft. 7 Cond #9 AWG solid Anhydrex SA ins. UG cable	.71 ft.	852.00 D	
15	Bootlegs SH	2.39 ea.	35.85	
30	C-8-20" long stub end track connector	.43 ea.	12.90 D	
100	ft. 7-Cond. #14 AWG solid UG cable 5/64" Kerite ins.	.48 ea.	48.00 D	
150	5 Cond #14 AWG solid anhydrex SA ins. UG cable	.32 ft.	48.00 D	
3#	wire solder	.66 lb.	1.98	
1	Bootlegs type 1182-22X with flex conduit & box connection	15.39 ea.	15.39	
10	Bootlegs	2.39 ea.	23.90	
20	C-8-20" long stub end track connectors	.43 ea.	8.60 D	
540	Single Cond UG wire #9 AWG solid etc.	.08 ft.	43.20 D	
176	ft. 5-Cond UG wire #14 AWG solid Anhydrex ins. etc.	.32 ft.	56.32 D	
3#	wire solder	.66 lb.	1.98	
2	Precost conc. found 48" bbl. bolt spacing 23 7/8 x 23 7/8 Comp with bo bolts, nuts & washers	58.94 ea.	117.88	
	5% Handling on 684.26 (Less D)		34.21	2545.03

Freight

Concrete Foundations:

Kansas City to MP 58 1850 miles

10800# 5.4 tons x 1850 miles 9990 ton miles

Poles

Centrailia, Wn. to MP 58 149 miles

11200# 5.6 tons x 149 834 " "

Other Matl.

Omaha to MP 58 1724 miles

2813# 1.406 tons x 1724 miles 2424 " "

13248 ton miles @ .01 ton mile	13248 ton miles			132.48
Form 1253 - Rental of Boarding outfits				
Outfit No. 782				
10 cars 31 days	310 days			
310 days @ 1.016 day		314.96		
Basis of Apportionment				
Total hours worked	2354			
Hours this job	2236	95%		
95% of 314.96			299.21	
Outfit No. 784				
12 cars 31 days	372 days			
372 days @ 1.016 day		377.95		
Basis of Apportionment				
Total hours worked	2730			
Hours this job	2275	83%		
83% of 377.95			313.70	
Outfit No. 787				
11 cars 31 days	341 days			
341 days @ 1.016		346.46		
Basis of Apportionment				
Totalhhours worked	1473			
Hours this job	352	24%		
24% of 346.46			83.15	
Trucks used:				
Gang 782				
Chev. truck MW - 68-2 ton		708 miles		
Gang 784				
Stude MW 55 1 1/2 ton		817 "		
Gang 787				
Chev. truck MW 66 1 1/2 ton		832 "		
		2357 "		
2357 miles @ .05 per mile			117.85	813.91
Payroll tracks - Sec. 10				
Flagging account Blasting				
near Main track MP 56.7				
Foreman	35 hrs.	1.854	64.89	
Laborers	35 "	1.515	53.03	
"	32 "	1.479	47.33	
Foreman	4 "	2.78 OT	11.12	
Laborers	4 "	2.275 OT	9.10	
"	4 "	2.22 OT	8.88	
	114		194.35	
Sec. 10				
Inspecting Aligning, Surfacing Track				
MP 57.8 Account Highway Construction				
fill pulling track out of line.				
Foreman	19 hrs.	1.854	35.23	
Laborers	19 "	1.515	28.79	

Laborers	19 hrs.	1.479	28.10	
Foreman	56 "	2.78 OT	155.68	
Laborers	26 "	2.275 OT	59.15	
"	26 "	2.22 OT	57.72	
	165		364.67	

Sec. 11

Roadway watchman, flagging, to protect trains while blasting account grading for new tracks, new highway taking over track bed.

Foreman	48 hrs.		89.70	
Laborers	368 "	1.515 hr.	557.52	
"	367 "	2.275 OT	834.93	
Foreman	14 "	2.78 OT	38.92	
Laborer	48 "	1.479	70.99	
	845 "		1592.06	
3% Vacation Allowance on 975.58			29.27	
6% RRRetirement & Unemployment on 2180.35			130.82	
Insurance				
3% Workmens Compensation			65.41	
1% Public liability & Property damage			21.80	2398.38
Cost to Compile Bill:				
Bill Clerk	20 hrs.	336.93 Mo.(22 da.)	38.29	
Bill Examiner	8 "	346.93 " "	15.78	
Comptometer Opr.	1½ "	291.92 " "	2.49	
Typist	2½ "	298.93 " "	4.24	
			60.80	
3% Vacation Allowance			1.82	
6% RRRetirement & Unemployment on 62.62			3.76	
Insurance				
3% Workmens Compensation			1.88	
1% Public liability & Property Damage			.63	68.89
Total				19123.45

Salem, Oregon September 22 , 1953

STATE OF OREGON

To Union Pacific Railroad Co. , Dr.
Omaha 2, Nebraska

Project Wygant Park - Hood River Section

Highway Comm. Agreement No. RR383

Sub-Division No.

Estimate No. 1

Ry. Company's Agreement No. Audit 76862

Period Covered Feb., March, April, May, June, July, 1952

Prefix & Acct. No. 14-1019

Item	Total Amount To Date	Previous Amount	Present Amount
Bill 631999	20,957.06	-0-	20,957.06
Totals	20,957.06	-0-	20,957.06
Retained 10 %	2,095.71	-0-	2,095.71
Total Payments	18,861.35	-0-	18,861.35

Pay This Estimate $ 18,861.35

Computed by ______ Checked by ______

Approved Field Engr.

Previous Voucher No.

Approved:

Bridge Office Engineer

5-51-100M

[illegible]

Form 130 A

BILL NO.	631899
MONTH'S ACCOUNT	7-[illegible]
DEPT. NO.	[illegible]
DATE MADE	AUG [illegible] 53 19

[illegible]

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR [illegible] of construction line change [illegible] at [illegible] and [illegible] [illegible] track and [illegible] of [illegible] track, moving signal and telegraph lines and facilities, constructing 2 temporary bridges, [illegible] of main track, [illegible] and work protection [illegible] engineering inspection, [illegible] and [illegible] for [illegible] of bridges, [illegible] in accordance with Agreement [illegible] dated [illegible] 1953

See Work Order [illegible]

See Progressive Bill

Detail attached

[illegible]

RECEIVED
NOV 14 1955
DIVISION 8

4-6-55

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

Cost of constructing line change between MP 56.5 and MP 58.5 consisting of 9192 ft. of new main track and 1864 ft. of passing track, shifting 1000 ft. of main track and 300 ft. of passing track moving signal and telegraph lines and facilities, constructing 2 temporary bridges, retiring 9197.6 ft. of main track, 864 ft. of passing track, and rock protection fence and furnish engineering, inspectors, watchmen and flagmen for State of Oregon, near Memo, Mitchell Point section, in accordance with Agreement Audit No. 76862, dated Nov. 8, 1951.

Work Order 6808-OW
1st Progressive Bill

February 1952 J.W. Conklin			
Payroll 701 - Engineer - Inspector 10 days @ 445.00 Mo. (29 da.)	153.45 Feb 20-29		
Payroll 701-2 - Protection to RR Property and trains account blasting H.S. Elliott 1½ days @ 22.614 day	33.92		
Payroll 712-Signal Oregon Cutting power while blasting 2 Hrs. @ 2.959 Hr.	5.92	193.29	
3% Vacation Allowance		5.80	
6% RR Retirement and Unemployment on 199.09		11.95	
3% Workmens' Compensation		5.97	
1% Public liability and property damage		1.99	
Voucher No. 160626 - Personal Expenses J. W. Conklin - Inspector		10.90	
Voucher No. 165406 M. J. Goss Motor Company Car Rental		22.50	252.40
February 1952 (JE #411 May 1953) 4205-1 #183 Install temporary telephone circuits near overpass for State Highway			
146 Dead End shackles No. 9290 page 17 Graybar Cat 11-S ea.	.92	134.32	
146 Insulators No. 9291 Gray Cat 11-S Pg. 17 ea.	.43	62.78	
9750 ft. wire twisted pair Whitney-Blake Teleprene outside wire No. 14 AWG hard copper Spec 14THC2 ft.	.06	585.00	
4205-1 #151 Feb. 1952 (JE #411 May 1953)			
10 lbs. 30d nails	.07	.70	
300 ft. 2"x12" Rhg. Planking) 17 pcs. 2x12x18 Rgh.)ea.	2.74	46.58	
		829,38	
5% Cost of Handling		41.47	
Freight over our own lines Omaha to M.P. 56.5 1727½ Miles 3479# x 1727½ = 3005 ton miles @ .01		30.05	900.90

This [illegible]

Feb. 1952 (Apri [illegible] 1951)			
Payroll tracks			
Flagging Mile Post 56½ to MP 68			
168 hrs. @ 1.50 hr.	252.00		
v20 hrs. @ 1.951 hr.	39.02		
	291.02		
3% Vacation Allowance	8.73		
6% RR Retirement & Unemployment on 299.75 Insurance	17.98 ✓		
3% Workmen's Compensation	8.99		
1% Public Liability & Property Damage	3.00		329.72
March 1952			
Payroll 701 - Engineer-Inspector			
1 month @ 445.00 Mo.	445.00		
3% Vacation Allowance	13.35		
6% RR Retirement and Unemployment on 458.35 Insurance	27.50		
3% Workmens' Compensation	13.75		
1% Public Liability & Property Damage	4.58	504.18	
Voucher No. 181627 - Personal Expenses J. W. Conklin - Inspector		90.90	
Vo. No. 172435 Mr. J. Goss Motor Company Car Rental Feb. 27,28,29,1952 - 578 mi @ 10¢ 57.80 22.50		35.30	630.38
April 1952			
Payroll 701 - Engineer-Inspector			
1 month @ 445.00 Mo.	445.00		
Payroll 712-Signal Dept. Gang 782 Rearrange 2300 volt cable under overhead bridge			
8 hrs. @ 432.47 (26 day)	16.63		
24 " 1.963 hr.	47.11		
8 " 1.699 "	13.59		
24 " 1.675 "	40.20		
Protecting signal wires while blasting Pendleton			
6 hrs. 1.963 hr.	11.78		
Payroll - Teleg. Dept. Patrolling Teleg. Lines R.E. Becker-Lineman			
6 hrs. 1.891 hr.	11.35		
	535.66		
3% Vacation Allowance	17.57		
6% RR Retirement & Unemployment on 603.23 Insurance	36.19 ✓		

See Expense next page

See Expense next page

Jam

3% [illegible]	[illegible]		
1% Public Liability & Property Damage	6.03	663.55	
Vo. No. 179196 - Personal Expenses J. W. Conklin - Inspector		91.85	
Vo. No. 178340 - Personal Expenses R. E. Becker - Lineman		4.80	
Vo. No. 168136 M. J. Goss Motor Co. Car Rental		233.20	
Vo. No. 184512 - Personal Expenses F. B. Pendleton - Signalman		2.30	995.70
Signal Gang 782 Rental Chev. truck MW-68 2 ton 4/16/52 86 miles @ .05			4.30

May 1952

Payroll 701 - Engineer-Inspector 1 month @ 445.00 Mo.	445.00
Payroll 712 - Signal Dept. Gang 787 - Putting pole line in cable	
40 hrs. @ 2.00225 Hr.	80.09
312 " @ 1.963 "	612.46
16 " OT @ 2.9445 "	47.11
40 " @ 1.699 "	67.96
2 " OT @ 2.5485 "	5.10
40 " @ 1.675 "	67.00
2 " OT @ 2.5125 "	5.03
72 " @ 1.651 "	118.87
3 " OT @ 2.4765 "	7.42
	1011.04

Payroll 27-91 Teleg. Dept. Gang 016
Removing and transferring pole line -
Lead Workman

40 hrs. @ 1.981 hr.	79.24
12 hrs. OT : 2.837 hr. OT	34.04

Lineman

Crossarm work	9 hrs.
Wire work	121
JWP strung and laid up on poles	33
Testing & connecting	20
Safety Meeting	5
Highway Blocked	10
Travel time	26
	224 Hrs. @ 1.891 = 423.58

[illegible]

Crossarm work	[illegible] hrs.	
Wire work	76. "	
JWP strung &		
laid upon poles	19. "	
Testing & connecting	10. "	
Safety Meeting	3. "	
Highway blocked	7. "	
Travel time	17. "	
	138. @ 1.651	227.84

3% Vacation Allowance on 2122.04 [redacted]	63.66
6% RR Retirement & Unemployment on 2284.40	137.06
Insurance	
3% Workmens' Comp.	68.53
1% Pub. Lia. & Prop.	22.84

Vo. No. 200303 - Personal Expenses
J. W. Conklin Inspector 92.45

Vo. No. 192467 - M. J. Goss Motor Co. - Car Rental 2330 mi. @ 10¢ 233.00 Inspection 2 838.28

Vo. No. 209687 - Personal Expenses
F. B. Pendleton 4 hrs. 5/1 3 hrs 5/6 10.00

502-1 #959

Replace Signal line wire with aerial cable MP 574

8	Galv. double arming bolts 5/8x18"	D ea.	.42	3.36	
40	Reliable solderless connectors #165V	ea.	.19	7.60	x
200	5/16" Seiman-Martin extra galv. steel strand	ft.	.05	10.00	
800	ft. 2-Cond. #12 twisted pair wire SW	ft.	.05	40.00	
6	Angle iron 2"x2"x3/16x7' long	ft.	.17	7.14	
6	" " 2"x2"x3/16"x52" long	ft.	.17	4.42	
18	Machine bolts 1/2"x4 1/2"	ea.	.05	.90	
6	8" Pierce anchors	ea.	1.19	7.14	x
6	rods 5/8"x6' galv.	ea.	1.71	10.26	
30	Galv. 3-bolt guy clamps	ea.	.65	19.50	
6	Porcelain strain insulators	ea.	.25	1.50	
26	Break-arm brackets Model R-5016	ea.	1.96	50.96	
5	Angle thimble eyes	ea.	.31	1.55	
2	Straight thimble eyes	D ea.	.46	.92	
980	ft. 16-Cond. #14 Self-supporting aerial cable (Price less reel)	ft.	.63	617.40	
5	Galv. thru bolts 5/8"x18"	ea.	.54	2.70	
290	ft. 2 Cond. SS aerial cable #6 solid AWG etc. (Price less reel)	D ft.	.69	200.10	
2	Angle thimble eye #1100	ea.	.46	.92	
2	3 bolts guy clamps	ea.	.65	1.30	
2	Hubbard Universal Messenger hanger #8911	D ea.	.98	1.96	
2	5/8x12" galv. thru bolts	D ea.	.22	.44	
2	5/8x20" galv. thru bolts	D ea.	.43	.86	

5% Cost of Handling		783.29	39.16	
D - Material shipped direct		207.64		
Transportation over our own lines 1605# or .8025 tons x 1724 miles, Omaha to MP 60 Oregon or 1334 ton miles @ .01 ton mile			13.84	1 043.9
Credit for Material Released at Current Prices account betterment in replacing line wire with aerial wire.				
11928 ft. #9 Galv. iron wire	Mi	28.50	[illegible]	102.80
1988 ft. #8 copper-weld wire	Mi	102.00	[illegible]	
10 -10 pin 10' crossarm	ea	2.90	[illegible]	
196 1/2" steel crossarm pins	ea	.57	[illegible]	169.60
196 Side groove insulators	ea	.10	[illegible]	
26 Galv. crossarm braces	ea	.22	[illegible]	
2 5/8"x14" galv. thru bolts	ea	.24	[illegible]	
28 Galv. heel bolts	ea	.05	[illegible]	
56 " toe bolts	ea	.03	[illegible]	
5% Cost of Handling			[illegible]	[illegible]

Signal Gang 787
Studebaker truck MW 55 1½ ton 160 miles @ .05 mile 8.00

June 1952

Payroll 701 - Engineer-Inspector	
1 month @ 445.00 Mo.	445.00
Payroll 712 - Signal Gang 787 Patrolling Line between MP 50 and MP 70	
22 Hrs. @ 1.963 Hr.	43.19
3 " @ 2.9445 OT	8.83
5 " @ 2.9445 OT	14.72
16 " @ 1.963	31.41
1 " @ 2.9445 OT	2.94
Moving pole line to temp. location	
24 Hrs. @ 479.68 Mo.	47.97
Signal Gang 784 Changing Line	
16 Hrs. @ 432.47 Mo.	34.60
120 " @ 1.963 Hr.	235.56
16 " @ 2.9445 " OT	47.11
8 " @ 1.699 "	13.59
2 " @ 2.5488 " OT	5.10
16 " @ 1.675 "	26.80
2 " @ 2.5125 " OT	5.03
16 " @ 1.651 "	26.42
2 " @ 2.4765 " OT	4.95
	399.16
Signal Gang 782	
56 Hrs. @ 432.47 Mo.	121.09
208 " @ 1.963 Hr.	408.30

W. H. Ferguson
Genl. Signal Foreman

144 Hrs. [illegible] [illegible]
48 " @ 1.651 " 79.25
853.30

Payroll 27-91 Teleg. Dept. Gang 015
Moving pole line account track change
Foreman 3 days @ 435.20 Mo. 43.50
Matl.Clk 3 " @ 301.27 " 43.04
Leadworkman 24 Hrs. @ 1.891 Hr. 45.38
" 3 " @ 2.837 " OT 8.51
140.43

Linemen:
Crossarm work 40 Hrs.
Wire Work 104 "
Jumpers Run 24 "
168 @ 1.891 Hr. 317.69

Groundman:
Crossarm Work 8
Wire Work 40
48 @ 1.651 Hr. 79.25
537.37

Gang No. 016
Raise Teleg. Lines
Leadworkman 8 Hrs. @ 1.981 Hr. 15.85
" 1 " @ 2.837 " OT 2.84

Lineman:
Crossarm Work 14 Hrs.
Wire work 19 "
Trans.Brkt.Wk. 2 "
Lost time 5 "
40 " @ 1.891 Hr. 75.64

Groundman:
Crossarm work 2 Hrs.
Wire work 5
Lost time 1
8 " @ 1.651 Hr. 13.21
107.54

Form 4920 - PR track Sec. 10
Aligning, Surfacing, & Inspecting tracks at MP 57.8 account Highway Construction pulling tracks out of line & surface.
15 Hrs. @ 1.834 Hr. 27.51
7 " @ 1.495 " 10.47
30 " @ 1.459 " 43.77
16 " @ 2.75 " OT 44.00 2 617.18
125.75

3% Vacation Allowance $2434.10 (Less OT) 73.02
6% RR Retirement & Unemployment Ins. tax on $2690.20 161.41

Insurance:		
3% Workmens' Compensation	30.71	
1% Pub. Lia. & Prop. Damage	26.90	2 959.22

June 1952
PR tracks Sec. Gang No. 21
Flagmen and Roadway watchmen [illegible]
MP 56.5

3 Hrs. @ 310-5% No.-21 day	5.50	
81 " @ 1.495 Hr.	121.10	
120 " @ 2.245 "	269.40	
24 " @ 2.75 "	66.00	
	462.00	
3% Vacation Allowance	13.86	
6% RR Retirement & Unemployment on 475.86	28.55 ✓	
Insurance:		
3% Workmens' Compensation	14.28	
1% Public Liability & Property Damage	4.76	523.45

Signal

502-1 #1191
Construct line change M 56.5 - 555

12 Galv. toe bolts Dwg. CS358	D ea.	.03	.36
6 " heel bolts "	D ea.	.04	.24
8 " dbl. arming bolts 5/8" x 18"	D ea.	.27	2.16
10 " 3-bolt guy clamps	ea.	.65	6.50
5 8" Bierce anchor with 5/8" x 60" galv. rod with thimble eye	ea.	2.90	14.50
5 Thimble eye, angle-Hubbard No. 1130	ft.	.46	2.30
6 Top groove porcelain insulator OB 12847	ea.	.28	1.68
30 Side groove insulator #4 Whitall Tatum glass	D ea.	.08	2.40
5 Porcelain strain insulator No. 502A	ea.	.25	1.25
6 Hemingway clear glass insulator No. D-510	D ea.	.09	.54
8 Nicopress copper splicing sleeves for #6 AWG wire No. 1-162-J	ea.	.08	.64 ✓
30 Nicopress galv. copper sleeves for No. 9 BWG iron line wire No. 2-148-J	D ea.	.09	2.70 ×
285 ft. 5/16", 5350# Siemans-Martin extra steel strand	ft.	.03	8.55
36 1/2" Galv. steel crossarm pins Hubbard #71	D ea.	.44	15.84
8 Nicopress copper splicing sleeves for #8 AWG wire No. 1-128	ea.	.08	.64 ×

50.37

			60.30	
5% Handling cost on Matl. thru store		36.06	1.80	
D - Direct Shipments		24.24	----	62.10

Construct Signal Temporary Line change
502-1 1221 Mi [illegible]

500 ft. Sh. #14 twisted pair wire	M'	41.48	20.74	
150. 5/16" 5350 lb. Siemans-Martin galv. steel strand	ft	.03	4.50	
1. Cl. 3, full treated fir line poles 35'	D ea		17.36	2 SH 30' poles released
1. Cl. 3, full treated fir line poles 30'	D ea		14.54	
4. Porcelain strain insulators No. 502A	ea	.25	1.00	
16. Galv. 3 bolt guy clamps	ea	.65	10.40	
3. 8" Bierce anchors with 5/8"x6' 0" Galv. rod with thimble eye	ea	1.71	5.13	
1. Cance expanding rock anchor #R-220 Fig. 78	ea	3.06	3.06	
Treating costs on poles 65 L Ft. @ 14.6 ft. 949 B ft.	C B ft.	.90	8.54	
			85.27	
15% for temporary use				12.79
5% Handling cost on Matl. thru store			53.37	2.67
D - Direct Shipment			31.90	----

Freight over our own lines
Signal Material Omaha to MP 60 Ore. 1724 Mi.
401# x 1724 Mi. 3.43 ton Miles @ .01 ton Mi. — 3.43
Poles - Centrailia Wn. to The Dalles 175 Mi.
The Dalles to MP 60 24 Mi.
199
199 Mi x 2012# = 2001 ton Mi. @ .01 ton Mi. — 20.01

Form 1253 - Report of Rolling Stock Equipment
Rental of Equipment:
Boarding outfit cars

Signal Gang 782				
10 cars used 300 days @ 1.016 day			304.80	
Basis for Apportioning:				
Total hrs. worked	2153			
Hrs. worked this job	456	21.17%		64.53
Signal Gang 784				
13 Cars used 390 days @ 1.016			396.24	
Total Hrs. worked	2132			
Hours worked this job	198	9.29%		36.81
Signal Gang 787				
10 Cars used 300 days @ 1.016 da.			304.80	
Total Hours worked	1986			
Hours worked this job	71	3.58%		10.91

[illegible]

14 Cars used 420 days @ 1.016 da. 426.72
Total hours worked 2924
Hours worked this job ~~291~~ 249 9.95% 42.46

Gang 016
9 Cars used 270 days @ 1.016 da. 274.32
Total Hours worked 2183
Hours worked this job 57 2.61% 7.16 161.87

Vo. No. 201790 - Personal Expenses
J. W. Conklin Inspector 94.85

Vo. No. 201294 - Personal Expenses
W. H. Ferguson - Signal Insptr. 24.40
June 16, 23, 24

Vo. No. 188414 - M.J. Goss Co.
Car Rental 2258 mi. at 10¢ 225.80 Insp. 345.05

Truck Rental:
Gang 782 119 Miles
" 784 180
299 @ .05 Mi. 14.95

July 1952

Payroll 701 - Engineer-Inspector
1 Mo. @ 445.00 Mo. 445.00

Payroll 712 - Signal Dept. Roundy
Signal line change Gen'l Signal Foreman 7/15/52
8 Hrs. @ 484.54 Mo. 15.63

Signal Gang No. 782
Temporary line change

8 Hrs.	@ 436.64 Mo.	16.17
16 "	@ 1.983 Hr.	31.73
8 "	@ 1.671 "	13.37
24 "	@ 1.719 "	41.26
		102.53

7/1-9-12-15 52

Signal Gang No. 787
Patrolling line between MP 50 & MP 70
20 Hrs. @ 1.983 39.66

with Gang 7[illegible]

Signal Foreman & Clerk 7/1-31

128 Hrs.	@ 484.54 Mo.	250.08
96 "	@ 321.46 "	175.34

Signal Gang 784
Moving Pole line

14/27 Mo.	@ 436.64 Mo.	226.41
704 Hrs.	@ 1.983 Hr.	1396.03
15 "	@ 2.9745 " OT	44.62
144 "	@ 1.719 "	247.54
2 "	@ 2.5785 " OT	5.16
24 "	@ 1.671 "	40.10
		1959.36

Temporary line change	
72 Hrs. @ 436.64 Mo.	145.55
240 " @ 1.983 Hr.	475.92
136 " @ 1.719 "	233.78
48 " @ 1.671 "	80.21
	935.46
Delay Account Trains	
2 Hrs. @ 2.97 Hr. OT	5.94
Cutting over signal line wires to temporary line change	
6 Hrs. @ 2.97 OT	17.85
3 Hrs. @ 2.58 OT	7.74
2 " @ 2.51 OT	5.01
	30.60
Moving Poles for New signal line	
16 Hrs. @ 436.64	32.34
64 " @ 1.983	126.91
32 " @ 1.719	55.01
16 " @ 1.671	26.74
	241.00
Payroll Tracks Sec. 10 Inspecting, aligning and surface track MP 57.8	
66 Hrs. @ 1.854 Hr.	122.36
66 " @ 1.515 "	99.99
66 " @ 1.479 "	97.62
46 42 " @ 2.78 " OT	116.76
16 " @ 2.275 " OT	36.40
26 " @ 2.22 " OT	57.72
Payroll Telegraph Dept. Gang 015 Relocate pole line to temporary location	
Foreman	
8 days @ 435.00 Mo.	112.26
Material Clerk	
48 Hrs. @ 304.55 Mo.	83.09
40 " @ 2.001 Hr. Lead Workmen	80.04
Linemen	
172 Hrs. @ 1.911 Hr.	328.69
Groundmen	
180 Hrs. @ 1.671 Hr.	300.78
Leadworkmen	
8 Hrs. @ 2.001 Hr.	16.01
1 " @ 2.867 " OT	2.37
Linemen	
48 Hrs. @ 1.911 Hr.	91.73
Groundmen	
32 Hrs. @ 1.671 Hr.	53.47

fam

Train [illegible] at [illegible] 7/30
Unload 7/31 8½
8½

Payroll: Other Gangs				
Loco Crane 0287				
Unload poles for signal Dept.				
8 Hrs. @ 1.971	15.76	5839.32		
8 " @ 1.635	13.03			
2 " @ 2.955 OT	5.91			
1½ " @ 2.45 OT	3.68			
3% Vacation Allowance on 5433.61 (less OT)		163.01		
6% RR Retirement & Unemployment Ins. tax on 6002.33		360.14 ✓		
Insurance:				
3% Workmens' Compensation		180.07		
1% Public Liability & Propn. Damage		60.02		6602.56
Vo. No. 223065 - Personal Expenses J. W. Conklin - Inspector		97.50		
Vo. No. 223423 - Personal Expenses W. H. Ferguson 7/15-31/55		99.20	76.50	
Vo. No. 227751 - Personal Expenses J. L. Pierson July 30		2.00		
Vo. No. 215073 M. J. Goss Motor Co. Car Rental 2375 mi @ 10¢		237.50	Insp	436.20
JE #605 - Work train service 7/31				
Loco 5315 - Wages-Trainmen	38.66			
5 hrs. 40 Min. Enginemen	20.18			
Unload & Distribute Poles	58.84			
3% Vacation Allowance	1.77			
6% RR Retirement on 60.61	3.64 ✓			
Insurance:				
3% Workmens' Compensation	1.82			
1% Public Liability & Property Damage	.61			66.68
Rental of Equipment				
Form 1253				
Loco. Crane 0287 - Unload Poles				
10 Hrs. @ .59 Hr.	5.90			
1 day @ 1.47 day	1.47		7.37	
Form 4968				
Engine 5315 - Unload Poles 5 Hrs. 30 Min. @ 79.409 per 8 hr. day.			54.59	
Boarding Outfits				
Form 1253				
Signal Gang 782				
10 Cars - 31 days ea. 310 days				
310 days @ 1.016	314.96		Pass	

Basis for Apportionment
Total Hrs. worked [illegible] 2265
Hours worked this job 56 2.48%
2.48% of 314.96 7.81

Signal Gang 784
12 Cars 31 days ea. 372 days
1 " 7 " " 7
379 Days
379 days @ 1.016 day 385.06
Total Hours worked 2251
Hours this job 1638 72.78%
72.78% of 385.06 280.25 350.02

10 cars 31 days ea. 310 days
310 days @ 1.016 day 314.96

Basis for Apportionment
Total Hours worked 2094
Hours worked this job 244 11.65%
11.65% of 314.96 36.69 36.69

Telegraph Gang 015

17 Cars @ 31 days ea. 527 days
527 days @ 1.016 day 535.43
Total Hours worked 3178
Hours this job 537 16.9%
16.9% of 535.43 90.49 90.49

Signal Gang 782 - Truck Rental 526 Miles
" " 784 " " 448
974 @ Mi. 05 48.70

JE #611
Adjust PR tracks labor
Flagging Sec. 10
10 Hrs. Foreman @ 1.854 18.54
8 " Laborers @ 1.515 12.12
10 " " @ 1.479 14.79

PR-Tracks-Sec. 10
Flagging Acct. State Highway
Blasting-Patroling Track
6 Hrs. Foreman @ 1.854 11.12
6 " Laborers @ 1.515 9.09
6 " " @ 1.479 8.87

PR-Teleg. Dept.
Patrolling Teleg. line
Becker
60 Hrs. Lineman @ 1.911 114.66
3 " " 2.867 8.60 OT
197.79

3% Vacation Allowance 189.19 5.68
6% RR Retirement & Unemployment on Insurance 203.47 12.21
3% Workmens' Compensation 6.10
1% Public Lia. & Prop. Damage 2.03
223.81

[illegible]
[illegible]
Payroll [illegible] S[illegible]
25[illegible] [illegible] 1.5[illegible]
33[illegible] 2.2[illegible] 39[illegible].8[illegible]
7[illegible] 2.78 75[illegible].3[illegible]
19.46

Guy F. Atkinson

3% Vacation Allowance 1170.18
6% RR Retirement & Unemploy- 35.10
ment on 1205.28
Insurance: 72.31
3% Workmens' Compensation
1% Public Liability & Property 36.16
Damage
12.05

1325.30

502-1 #1293
Signal Line change [illegible] MP 57.5
4 Mi. #9 BWG Amestel Iron wire
Grade 85 1256
.6 Mi. #8 AWG solid 40% Cond. .09 113.04
Car Roberline UP line wire 224.4# .38 85.27
3510 ft. #6 AWG solid hard drawn
bare copper line wire S.H. 281 # 25.22 70.87
300 ft. 5/16" 5350 Siemans-Martin
extra galv. steel strand ft. .04 .03 12.00

502-1 #1314
2 Class 3, 60 ft. butt treated
Cedar line poles
2 Class 3, 40 ft. butt treated ea 22.50 45.00
Cedar line poles SW
6 Class 3, 30 ft. butt treated ea 15.00 30.00
Cedar line poles SW
2 Class 3, 45 ft. full treated ea 11.25 67.50
Fir line poles
1 Class 3, 35 ft. D ea 24.88 49.76
26 10 pin 10 ft. Crossarm SH D ea 17.36 17.36
4 4 pin 6 ft. Crossarm SH ea 2.25 58.50
264 1/2" steel crossarm pins SH ea 1.39 5.56
64 1/2" galv. steel crossarm ea .40 105.60
pins Hubbard #71
238 Side groove insulator #4 D ea .44 28.16
Whitall Tatum glass
24 Top groove porcelain D ea .08 19.04
insulator OB 12847
ea .28 6.72

①

714.38
5% Cost of Handling 600.06 30.00
D Material Shipped Direct 114.32

744.38

Freight over our own Lines:
Signal Material:
Omaha to MP 57 1721 Miles
2240# x 1721 Miles - 1928 ton mile C.O. 19.28

Poles - Centralia to M 27 148 Miles 148 Miles X 44.69" 3.31 ton miles @ .01			3.31		22.59
Vo. No. 222581 - Teleg. Lineman Personal Expenses					47.40
Cost to Compile Bill					
April 1953					
Bill Clerk	48 Hrs.	331.85 Mo.		90.50	
Bill Examiner	4 "	341.85 Mo.		7.76	
Compt. Operator	4 "	286.85 Mo.		6.52	
May 1953					
Typist	5 "	293.85 Mo.		8.75	
				113.53	
3% Vacation Allowance				3.41	
6% RR Retirement & Unemployment on 116.94				7.02	
Insurance:					
3% Workmens' Compensation				3.48	
1% Public Liability & Property Damage				1.17	128.61
			TOTAL		20957.06

pam

Contract 3605

[illegible]4 = Jefferson Co

SPECIAL PROVISIONS

Wygant Park-Hood River
Grading and Paving

DESCRIPTION OF WORK

The work to be done under the contract consists of the following work on the Wygant Park-Hood River Section of the Columbia River Highway in Hood River County:

1. Construction of 6.07 miles of main highway roadbed, 2.73 miles of detour and frontage roadway and 1.92 miles of railroad roadbed, involving approximately 1,454,000 cubic yards of excavation.

2. Construction of two reinforced concrete box culverts and extension of one box culvert.

3. Construction of 6.07 miles of rock base and 7.23 miles of shoulders on main highway roadbed, also on detour and frontage roadways, involving approximately 59,000 cubic yards of rock materials.

4. Construction of approximately 27,800 tons of asphaltic concrete pavement with binder course on main highway detour and frontage road roadbeds.

5. Construction of 0.33 mile of binder course and Type 0-9 oil mat wearing surface on detour roads.

6. Performance of such additional and incidental work as is called for by the specifications and plans.

The west end of the paving work, shoulder construction and contract is at Station 784+20, which station is at the crossing of Viento Creek, approximately 12 miles east of Cascade Locks. The west end of the clearing, grubbing, grading, drainage and rock base construction is at Station 845+50, which station is in the Wygant State Park, about 1.16 miles east of Viento Creek. The east end of the project is at Station 1173+00, which station is 0.67 mile east of the west city limits of Hood River. The overall length of the project is 7.36 miles.

The project shall be understood to cover and include detour and frontage roads, road approaches and other traffic ways contiguous to and/or adjacent to the main highway roadbed within and adjacent to the end limits of the project.

CLASS OF PROJECT

This project is a "Regular Federal Aid Project." It is to be conducted in accordance with the federal regulations applying to that class of projects, which regulations, in so far as they concern the contractor, are included and stated in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

The work to be performed under the contract shall be completed not later than September 30, 1953.

CLEARING AND GRUBBING

Work To Be Done:

Under this specification, the contractor shall perform such clearing, grubbing and cleaning-up work as may be required to bring the entire project between Stations 845+50 and 1173 to a condition satisfactory in all respects for the construction of the project.

Standard Specifications to Apply:

The clearing and grubbing work shall be performed and paid for in accordance with the standard specifications for "Clearing and Grubbing" as given in Section 9 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Areas To Be Cleared and Grubbed:

The areas to be cleared and the areas within which all specified grubbing and other work is to be done under the contract shall be as follows:

1. All areas that are to be occupied by structures and by excavations and embankments for the main highway roadbed, railroad roadbed, frontage roads, detour roads, connecting roads, road approaches and other roadways within the limits of the project.

2. A strip of land not less than 10 feet in width lying alongside of, contiguous to and beyond the toes of all embankment slopes and the tops of all excavation slopes for the main highway roadbed.

3. All areas to be occupied by excavations and embankments for channel changes, rock material sources, special borrow material sources, hauling roads and other facilities either within or outside of the limits of the project or the highway right of way and which are required to be worked on in order to complete the project.

Preservation of Trees and Shrubs:

Between the main highway roadbed and paralleling detour and/or frontage roads, existing trees and shrubs shall be preserved from damage and left in place in so far as such may be done without interference with required earthwork, or conflict with the preceding requirements. Trees and shrubs left as above provided shall be those designated by the engineer.

Removal of Buildings From the Right of Way:

It is anticipated that all major buildings within the limits of the project will be removed by the owners thereof or by others. It is expected, but not guaranteed, that all buildings will be removed from the highway right of way prior to the time that the contractor's operations will require their being moved. If, however, it is later decided that the contractor is to remove all or a portion of the buildings within the right of way under this contract, the work shall be performed and paid for as hereinafter set forth in the "Miscellaneous Provisions" under the heading "Extra Work Items."

Removal of Building Debris:

In the removing of buildings within the right of way as above specified, it is anticipated that some debris from the building wrecking or moving will remain at the sites of the buildings. As a part of the clearing and grubbing work, it shall be the obligation of the contractor to remove all such undesirable material and to dispose of it in a manner not unsatisfactory to the engineer.

Payment:

For the performance of the clearing, grubbing and other work as above specified, the contractor will receive the lump sum amount bid for the item "Clearing and Grubbing."

EARTHWORK

Work To Be Done:

Under this specification, the contractor shall perform all required excavating and embankment construction work and all other earthwork called for by the plans or as otherwise ordered by the engineer.

Wygant Park-Hood River

No. 4

Standard Specification to Apply:

All excavation and embankment construction work and all other earthwork shall be performed in accordance with the standard specification for "Earthwork" as given in Section 12 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Kinds of Excavation:

Pay excavation under this specification shall be of five kinds, which kinds will be called as follows:

1. Structural Excavation
2. Trench Excavation
3. Special Borrow Excavation
4. General Excavation, Locations "A"
5. General Excavation, Locations "B"

Structural Excavation on this project shall comprise pay excavation of materials lying outside of or beyond the limits of the specified cross-sections of the roadbed sections when such excavation is of the kind specified for "structural excavation" in Article 12-4 of the standard specification, except that at the sites of box culverts only such excavations as are made for that portion of the structure which lies wholly below the elevations established for the flow line thereof shall be classed as "Structural Excavation."

Trench Excavation on this project shall comprise pay excavation of materials lying outside of or beyond the limits of the specified cross-sections of the roadbed sections when such excavation is of the kind specified for "trench excavation" in Article 12-4 of the standard specification, except that excavation for open drain ditches and other ditches have specified or established bottom widths of 4 feet or more shall not be classed as trench excavation, but will be classed as "General Excavation."

Special Borrow Excavation, under this specification, shall comprise all pay excavation of materials from the borrow areas hereinafter described under the heading "Special Borrow Excavation" and used in embankment construction.

General Excavation, Locations "A" shall comprise all pay excavation other than "structural excavation," trench excavation" and "special borrow excavation," as those kinds of excavation are above defined, on those portions of the project which are between the following center line highway stations:

Station	to	Station
889	to	902
941	to	1046+50

General Excavation, Locations "B" shall comprise all pay excavation other than "structural excavation," "trench excavation" and "special borrow excavation," as those kinds of excavation are above defined, on those portions of the project which are between the following center line highway stations:

Station	to	Station
845+50	to	889
902	to	941
1046+50	to	1173

Classification of Excavation:

All five kinds of excavation listed above shall be handled on the "unclassified basis" described in Articles 12-4 and 12-5 of the standard specification.

Special Borrow Excavation:

Approximately 362,000 cubic yards of "special borrow excavation" material will be required to complete the highway and railroad roadbed embankments on this project.

The special borrow materials shall be obtained from a talus slide borrow area located approximately 0.11 mile southerly from Station 932.

All borrow excavations shall be made at such locations within the areas designated by the engineer as will, in the opinion of the engineer, provide materials most suitable for embankment construction purposes.

Borrow excavation shall be made to the lines, grades and slopes established by the engineer.

The pay quantities of "special borrow excavation" will be determined by measurement of the materials in original position (position prior to excavation).

The above-described source of borrow material is State-controlled and will be made available to the contractor without payment of royalty or other charge.

All expense involved in the developing and operating of the source shall be borne by the contractor.

The contractor's operations within the borrow area shall be so conducted that any material left at the site of the operation shall be left at approximately the same angle of repose as was present before the operations commenced.

Pay Haul on Borrow Excavation:

The haul distances used in determining the pay quantities of short overhaul and long overhaul on the special borrow materials will be the whole of the distance the materials are moved (when and as hauled in accordance with the directions of the engineer) and in accordance with usual mass diagram methods of computation.

Excavation and Blasting Methods:

The methods used in making roabed excavations shall be such as will not shatter or loosen excavation slopes and as will leave the slopes accurately and smoothly trimmed. As far as practicable, the materials to be excavated shall be loosened by means of rooters and scarifiers or shall be excavated without previous loosening. Also, in so far as practicable, the excavating, by means other than blasting, shall be done in uniform layers or thicknesses varying from 1 to 20 feet, depending upon the type of equipment used, but in no case exceeding 20 feet.

The use of explosives shall be avoided as far as practicable, and in no case shall coyote hole blasting methods be used. Such blasting as must be done shall be controlled in a manner which will avoid possible shattering or loosening of materials back of the slope lines to which the excavations are ordered by the engineer to be made.

Removal of Loose Rock From Slopes:

After the main excavation is completed, the slopes of all rock cuts shall be thoroughly tested with bars, or by some other suitable means, to make sure that no loose, detached, broken, or otherwise unstable rock ramains unexcavated, and if any such rock is found, it shall be removed. Jutting points shall be removed, and the entire rock cut slope area brought to a safe, trim, neat, and satisfactory condition. The materials removed under these provisions shall be disposed of in the same manner as applies to the disposal of other excavated material.

The contractor is advised that the above provisions will be strictly enforced, and it is understood that he has informed himself of the cost of the work involved, and has included the cost therefor in some one or more of the listed bid items for excavation.

Special Rock Excavation Methods:

At those locations where the excavating of rock materials might close the existing highway to traffic or might seriously hamper train service, the contractor shall resort to excavating methods which will insure the meeting of the following conditions:

1. Union Pacific Company train service shall not be interrupted, delayed or endangered.

2. The closing of any portion of the highway to traffic from and to residences or places of business along the route of the highway and within the limits of the project shall be held to the minimum.

A method of rock excavating which may merit consideration for use by the contractor is that of "facing" the ends of cuts to nearly vertical face and proper width; working the cuts endwise to avoid, to large extent, the casting of materials onto the existing roadway or onto the railroad tracks.

The methods used and the equipment and labor held available for the work shall at all times be adequate to conform with the above requirements.

Excavation in Bituminous Surfacing:

Existing pavement surfaces, regardless of thickness, which must be removed to permit new construction shall be removed as part of the earthwork to be done under this contract. The materials so removed shall be disposed of in a manner and at a place satisfactory to the engineer.

Density of Compacted Embankments:

The compaction of earth, gravel, or fine rock embankment and filling material shall be so performed that the density of the compacted materials, when tested by the Standard Laboratory Method of Tests for Compaction and Density of Soil (Current A.A.S.H.O. Designation T-99) shall not be less than 95% of maximum density.

Rock Embankments:

Embankments made from rock material shall be constructed in layers not exceeding 2 feet in depth. Each layer of material shall be spread with bulldozers or other suitable equipment, and the rock so placed in the embankment that the interstices between the large sections of rock will be firmly filled with smaller size material. Arching one rock over another to the extent that unfilled cavities will develop will not be permitted.

Roadbed Excavation Below Subgrade:

All railroad roadbed excavations and main highway roadbed excavations where directed by the engineer shall be carried 12 inches below the specified subgrade elevation called for by the typical cross-section plans. The excavations so made shall be backfilled with selected material obtained from roadbed excavations as herein elsewhere set forth in these provisions. The materials excavated below subgrade shall be deposited at such locations as the engineer may direct.

Payment for specified excavation below subgrade and for the excavation of the backfill material will be made at the unit prices bid for excavation of the particular classes involved.

This is not to be interpreted as allowing payment for any rock, boulders or other material which may necessarily, or otherwise, be removed from below the elevation and cross-section established for the floor of the excavation (the floor of the excavation being understood as being 12 inches below established subgrade where the above provisions are to apply). No payment for materials so moved will be made.

Control of Excavation and of the Distribution of Materials:

The excavation work and the distributing of the excavated materials shall be controlled so that each embankment, each part of each embankment and the backfilling will be constructed of the particular kind of material specified or ordered for it, and so that no class or kind of excavated material is used in an embankment, in a part of an embankment or in the backfilling where its use is not in accordance with the specification and the orders of the engineer.

Excavation in rock or gravel materials shall not be carried on when conditions prevent the placing of the rock or gravel in the embankments, portions of embankments or backfilling in which its use is desired. Likewise, excavation in materials other than rock or gravel shall not be carried on when conditions prevent the placing of those materials in the embankments or portions of embankment in which their use is desired. Any materials placed contrary to the orders of the engineer shall be moved to desired positions by the contractor at his own expense.

Crosshauling of materials may be required and, when in excess of 600 feet, will be considered pay haul.

In conforming with the above provisions, the contractor shall perform certain specific items of work in accordance with the requirements and understandings given in the numbered paragraphs which follow:

1. The cleanest, soundest and hardest materials of suitable size and quality encountered in the roadbed and borrow excavations shall be preserved in required quantities and used in the upper portion of the roadbed subgrade throughout the length of the project and in backfilling work throughout the project.

2. Materials excavated in connection with the construction of trenches, ditches, and other parts of the work, not specifically covered in the above paragraphs, shall be excavated and distributed in the manner specified in the applicable provisions which follow, or in accordance with the instructions of the engineer.

Selected Rock Materials For Embankment Topping and Backfilling:

As a part of the earthwork to be performed, the contractor shall, except as otherwise ordered by the engineer, construct the upper portion of all roadbed embankments and backfill the excavations made below subgrade in roadbed cuts with selected materials obtained from roadbed excavations as hereinbefore set forth under the heading "Control of Excavation and of the Distribution of Materials" or as called for by the plans and ordered by the engineer.

The rock materials shall be clean, hard and durable and only such sizes as can be fully incorporated in the thickness of the lift as called for by the plans shall be used. The finished surfaces shall be smooth and uniform and constructed to the lines, grades and cross-sections called for by the plans or established by the engineer.

No separate or additional payment will be made for the construction of the upper portions of embankments and backfilling work, as above specified, other than the payment to be made at the unit prices bid for the particular classes of work involved as herein elsewhere specified.

Special Compacting Methods Required:

Embankments and fillings of earth, gravel, or fine rock shall be placed in thin horizontal layers not greater than 6 inches in thickness, and each layer shall be separately and thoroughly compacted by means of heavy tamping rollers, heavy tractors or other effective compacting equipment approved by the engineer.

In the vicinity of culverts and other structures where embankment and filling materials cannot be or are not reached by roller or tractor type of equipment, the material shall be compacted by mechanical tampers approved by the engineer. Hand tamping methods will not be permitted.

Channel Changes:

As part of the earthwork to be performed under this contract, the contractor shall construct the channel changes between Stations 1074 and 1084+65 and elsewhere as called for by the plans or as ordered by the engineer. The work shall be performed to the lines, grades and cross-sections indicated by the plans or as ordered by the engineer. The bottom of the channel change shall be backfilled with selected rock materials from roadbed excavations as indicated by the plans. On the slopes of the channel change, the contractor shall construct a loose rock slope protection as indicated on the plans and in conformance with the specifications hereinafter set forth under the heading "Slope Protection." Payment for the work will be made on the same basis as applies to earthwork on the main highway roadbed, the pay excavation items being "General Excavation, Location 'A', Unclassified" or "General Excavation, Locations 'B', Unclassified" as the case may be.

Detour and Frontage Roads:

As a part of the earthwork to be performed, the contractor shall construct detour and frontage roads at the locations called for by the plans or as ordered by the engineer. The detour and frontage roadways shall be graded as indicated on the plans. In general, a minimum travelway of 18 feet shall be provided, the exact width to be as established by the engineer.

Payment for the grading and surfacing work involved in the construction of the detour and frontage roadways will be made at the unit prices bid for similar items of work on the project.

Entrance Basins to Pipes:

At entrances to pipes laid on side slopes and in cuts, the contractor shall, at locations designated by the engineer, excavate an entrance basin in side slopes and cuts to provide proper entrance of drainage waters. This special work will be classed and paid for as "Structural Excavation, Unclassified."

Slope Protection:

As part of the earthwork to be done under this contract, the contractor shall, after the new railroad embankment is completed, place a loose rock slope protection course, involving approximately 49,000 cubic yards of material, on the river side of the new railroad embankment as indicated on the plans.

The material shall be placed to the cross-section indicated by the typical cross-section plan and to the lines and grades established by the engineer.

The rock material to be used in the rock slope protection shall be the most suitable material obtainable from the roadbed excavations indicated on the plans. In so far as is practicable, the largest rock fragments obtainable from the above designated roadbed cuts shall be used for construction of the railroad slope protection.

The construction of the rock slope protection shall be performed in accordance with the following requirements:

1. A reasonable amount of sorting of rock fragments in the roadbed cuts will be required to insure the placing of the largest rock fragments in the rock slope protection and to insure the placing of the rock fragments in the rock slope protection in positions which will afford the greatest possible protection against future erosion of the embankment slopes. Care shall be exercised in placing rock material to the end that reasonably uniform lines and slopes are obtained. Any irregularities in line and slope of the slope protection which would tend to cause eddies, catch drift or result in adverse currents shall be removed.

2. The rock materials shall be placed in the slope by means of bulldozers, by truck dumping or other suitable equipment and means and shall be manipulated as required to produce a rock fill cover in the proper locations, with a reasonable uniform density and reasonable smooth surface, giving proper coverage and complete protection to the slopes on which it is placed.

3. Hand placing and compaction of the rock slope protection materials will not be required.

No additional payment will be made for the slope protection work as above specified, it being understood that the prices bid for excavation of the particular classes involved and the items "Short Overhaul" and "Long Overhaul" shall comprise full compensations for all costs involved in the slope protection work performed under this contract.

Transportion of Materials to Highway and Railroad Embankments:

Transportation of materials from excavation areas to embankment areas shall be subject to the conditions and requirements set forth in the following paragraphs.

1. In general, no crossing at grade on the Union Pacific Railroad will be permitted.

2. The contractor shall perform the required excavation work under the railroad under-crossing structures in conformance with the conditions and requirements hereinafter set forth under the sub-heading "Railroad Under-crossing Structures."

Railroad Under-crossing Structures:

The Union Pacific Railroad Company will drive the piles and place the superstructure of the railroad under-crossings at the locations indicated on the plans at no expense to the contractor. After the piling has been driven and the superstructure has been placed, the contractor shall excavate the materials through the railroad embankment under the under-crossing structures. Excavated materials shall be deposited as directed by the engineer.

After all work requiring the use of the undercrossing structures is completed and the railroad company has removed the structures, the contractor shall, if so directed by the engineer, replace the railroad embankment to the approximate grades and cross-sections obtaining prior to the excavation for the undercrossing structures.

Payment for the work above specified will be made at the unit prices bid for "General Excavation, Locations 'B', Unclassified," "Short Overhaul" and "Long Overhaul."

Sprinkling:

The contractor shall do such sprinkling work to facilitate the compaction of embankments and backfilling work as the engineer may order.

The sprinkling work shall be performed and paid for as hereinafter specified under the heading "Sprinkling."

Measurement and Payment:

Except as hereinbefore provided, the basis of measurement and payment for the earthwork to which this specification applies shall be as stated in the standard specification. The pay items for the same will be as follows:

1. Structural Excavation, Unclassified
2. Trench Excavation, Unclassified
3. Special Borrow Excavation, Unclassified
4. General Excavation, Locations "A", Unclassified
5. General Excavation, Locations "B", Unclassified
6. Short Overhaul
7. Long Overhaul
8. Sprinkling

FINISHING ROADBED AND SLOPES

The finishing of roadbed and slopes shall be performed on the main highway roadbed between Stations 845+50 and 1173, and on the approximately 2.73 miles of detour and frontage roadbed as indicated on the plans, or ordered by the engineer.

Finishing of roadbed and slopes shall be performed and paid for in accordance with the standard specifications for "Finishing Roadbed and Slopes," as given in Section 13 of the standard specification form, except as that specification is supplemented and modified by the provision which follows.

Payment for finishing roadbed and slopes as specified will be made at the price bid per mile for the item "Finishing Roadbed and Slopes." The pay length is to be measured along the main roadbed center line, and no separate or additional payment will be made for finishing roadbed and slopes on detour and frontage roads.

ROUNDING TOPS OF CUTBANKS

The rounding of tops of cutbanks shall be performed on the main highway roadbed only, and shall be performed and paid for in accordance with the standard specification for "Rounding of Tops of Cutbanks," as given in Section 14 of the standard specification form.

PIPE CULVERTS

General:

Under this specification, the contractor shall construct pipe culverts of the sizes and at the locations indicated on the plans or ordered by the engineer, and in accordance with the provisions hereinafter set forth under the headings "Concrete Pipe Culverts," "Corrugated Metal Pipe Culverts" and the provisions which follow.

Type of Pipe Culverts:

All pipe culverts shall be concrete pipe culverts unless otherwise indicated on the plans.

Details:

The attention of the contractor is called to the fact that some of the pipe culverts are to be placed after a part of the embankments are constructed and that some of the pipe culverts will have to be placed through the existing railroad embankments after the railroad has been moved to the new line and the old railroad roadbed has been abandoned by the railroad company. Any extra installation work or expense due to such conditions shall be understood to be covered in the price bid for the listed bid items.

CONCRETE PIPE CULVERTS

Concrete pipe culverts shall be furnished, placed and paid for in accordance with the standard specifications for "Concrete Pipe Culverts" as given in Section 38 of the standard specification form.

The 8-inch size of pipe shall conform with the standard requirements for culvert pipe, and shall be plain pipe, tongue and groove joint with minimum wall thickness of 1 2/3 inches.

CORRUGATED METAL PIPE CULVERTS

Corrugated metal pipe culverts shall be furnished, placed and paid for in accordance with the standard specification for "Corrugated Metal Pipe Culverts" as given in Section 32 of the standard specification form.

The 42" and 54" sizes of pipe culverts shall be furnished with sloping ends and the 54" size pipe shall be strutted as indicated on Drawing 2051 of the accompanying plans.

REINFORCED CONCRETE BOX CULVERTS

Work To Be Done:

Under this specification the contractor shall perform the following items of work.

1. Construct 12' x 6' x 28' reinforced concrete box culvert without flared inlet on the frontage road opposite Station 1077 in accordance with the details shown on Drawing Number 9656 and Sheet Number 2A of the plans.

2. Construct a 12' x 6' x 36' reinforced concrete box culvert without flared inlet on the frontage road opposite Station 1083 in accordance with the details shown on Drawing Number 9656 and Sheet Number 2A of the plans.

3. Extend the existing 12' x 12' reinforced concrete box culvert on the main roadbed near Station 1084+65 with a 12' x 6' x 45' reinforced concrete box culvert extension on the right (southerly side) and a 12' x 6' x 26' reinforced concrete box culvert extension on the left (northerly side) in accordance with the details shown on Drawing Number 9656 and Sheet Number 2A of the plans.

4. Construct the concrete floor slab in the existing 12' x 12' box culvert in accordance with the details shown on Sheet Number 2A of the plans.

Specifications:

All work in connection with the construction of the structures shall be performed and paid for in accordance with the standard specifications for "Concrete Box Culverts," as given in Section 37 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Class of Concrete:

The class of concrete used in the construction shall be Class "A" concrete.

Cement and Aggregates:

The cement and aggregates shall conform with the requirements given in the standard specification, except as modified by the provisions hereinafter set forth in the "Additional Special Provisions" under the headings "Coarse Aggregates for Concrete" and "Strength Requirements for Combined Aggregates in Concrete To Be Waived."

The cement to be used in the Portland cement concrete furnished under this contract shall by Type II (moderate heat of hydration) Portland cement conforming with the requirements hereinafter set forth in the "Additional Special Provisions" under the heading "Portland Cement."

Air Entraining Agent:

An air entraining agent shall be added to the concrete mix as hereinafter set forth under the heading "Miscellaneous Provisions."

Vibration of Concrete:

The concrete shall be compacted by internal vibration as hereinafter specified in the "Additional Special Provisions" under the heading "Vibration of Concrete."

Proportioning of Materials To Be By Weight:

The measuring of the cement and aggregates for proportioning the concrete mix shall be done by weight, and the contractor shall provide such suitable equipment as is necessary to insure accurate control of the quantities used.

Foundation For Box Culverts:

The excavation for trenches in which box culverts are to be constructed shall be carried below the flow line of the structure at the locations and to such depth, from 2 to 5 feet, as the engineer may order.

The area excavated below the bottom of the box culvert shall then be backfilled to proper foundation elevations with rock or other suitable materials placed in layers not exceeding 6 inches in thickness, each of the layers of backfill materials being thoroughly compacted as it is placed.

The materials used in the backfilling work shall be selected rocky materials or other material considered by the engineer as suitable for the purpose and shall be obtained from roadbed excavations within the limits of the project or shall be crushed material of the quality and sizes hereinafter specified for use in the construction of the rock base courses, as ordered by the engineer.

Joining New Work to Old:

The new concrete work in connection with culvert extension shall be joined to the old in such manner that the interior of the culvert will present smooth surfaces with no projections that would interfere with the passage of water or debris.

As required to provide a workmanlike connection, the contractor shall remove the existing head walls and wing walls, and in a manner that will not cause damage to the portion of the existing culvert which is left in place. Cuts in existing concrete shall be made as true as practicable to vertical and horizontal lines.

Waste material removed from the existing culverts shall be broken in pieces of suitable size and deposited in embankment adjacent to the culverts in a manner satisfactory to the engineer.

Measurement and Payment:

The basis of measurement and payment for the construction of box culverts, as above specified, shall be as stated in the standard specifications. The pay items will be as follows:

1. Class "A" Concrete
2. Metal Reinforcement

Where rock base material is used in the backfilling of the foundation for the culvert, as above specified, separate and additional payment will be made for the furnishing and placing of such materials, the basis of measurement and payment to be the same as is hereinafter specified under the heading "Rock Base and Shoulders."

Where the backfilling of the foundation is done with materials selected from roadbed excavations. as above specified, such work will be considered as earthwork and no separate or additional payment will be made for the backfilling work.

No separate payment will be made for work involved in removing of existing wing walls and head walls or other required alterations to the existing structure or for any work involved in the preparation of the foundation for the floor slab to be constructed in the existing box culvert, it being understood that full compensation for this work is included in one or more of the listed bid items.

WATER PIPE

Work To Be Done:

Under this specification, the contractor shall furnish and install water pipe as called for by the plans and at such other locations as the engineer may designate.

Pipe:

The pipe shall be new, galvanized, standard strength steel pipe meeting the requirements for "Black Welded and Seamless Steel Pipe for Ordinary Uses," current A.S.T.M. Designation A-120. Pipe fittings for galvanized iron pipe shall be galvanized and of standard quality.

Installation:

The pipe shall be laid at the locations and at the elevations established by the engineer.

Trenching and Backfilling:

Pay excavation for trenches in which to lay the pipe will be limited to a width not greater than 12 inches.

Measurement and Payment:

Payment for the furnishing and installing of a water pipe, as specified, will be made at the price bid per linear foot for the item "Galvanized Water Pipe" (of the listed sizes) which prices shall be understood to cover the furnishing and installing of all fittings and connections, and all other work and expense incidental to the complete installation of the pipe, excepting the excavation of trenches.

Payment for the excavating of trenches will be made as hereinbefore specified under the heading "Earthwork," the pay item being "Structural Excavation, Unclassified."

CONCRETE CATCH BASINS

Concrete catch bains shall be constructed and paid for in accordance with the standard specification for "Catch Basins and Inlets," as given in Section 47 of the standard specification form. The pay item will be "Concrete Catch Basins."

CONCRETE SIGHT POSTS

Work To Be Done:

Under this specification, the contractor shall furnish and install round concrete sight posts at the approximate locations indicated on the plans and as specifically designated by the engineer.

Standard Specification to Apply:

The concrete sight posts shall be furnished, placed and paid for in accordance with the standard specification for "Sight Posts," as given in Section 63 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Design:

The concrete sight posts shall be of the design shown on the accompanying standard Drawing No. 2051.

Installation:

The posts shall be installed at the specific locations designated by the engineer and in accordance with the standard drawing.

Painting:

The upper 38 inches of each post shall be painted in one or another of the following ways: (a) with a white cement grout as set forth in Article 63-7 of the standard specification, (b) with a mixture of 85 per cent cement and 15 per cent hydrated lime with sufficient water to give a creamy consistency, or (c) with a white colored cement water paint conforming with Federal Specification TT-P21, Class A, Type 2; Cement Water Paint.

An additional coat of black paint, Formula No. 300-Black Alkyd, Exterior, as given in Article 4-16-9 of the State Highway Department's Bridge Specifications (issure of December 1, 1949), shall be applied in the position on the post as indicated by standard Drawing No. 2051.

Measurement and Payment:

Payment for the furnishing and installing of the concrete sight posts will be made as specified in the standard specification. The pay item will be "Concrete Sight Posts."

METAL GUARD RAIL

Work To Be Done:

Under this specification, the contractor shall construct highway guard rail at such locations as the plans indicate or the engineer designates.

The highway guard rail shall consist of a single, metal rail member supported by suitable means on reinforced concrete, metal or treated timber posts as hereinafter set forth.

Standard Specifications Not to Apply:

The provisions hereinafter given in the additional provisions hereinafter referred to constitute the complete specification for metal guard rail and replace the specification for "Guard Rails" as given in Section 62 of the standard specification form.

Additional Provisions to Apply:

The provisions hereinafter given in the insert titled "Additional Provisions for Metal Guard Rail" shall be understood to apply to the work to be done under these provisions the same as though those additional provisions were repeated here.

Alternate Bids on Posts:

Alternate bids are to be received on the type of post to be furnished and used on the project, as set forth in the "Additional Provisions for Metal Guard Rail."

Tested and Acceptable Guard Rail Members:

Qualifying tests under the above provisions have been made by the Testing Laboratory of the State Highway Commission on manufacturer's samples of guard rail. As a result of these tests, the following manufactured rail members, brackets and fastenings have successfully met the requirements and are accredited for use, subject to subsequent inspection and verification of duplicated materials for field use:

Armco Flex-beam Guard Rail, 12 gauge, at 12½ foot post spacing.

Bethlehem Safety Beam Guard Rail, 12 gauge, at 12½ foot post spacing.

United Steel Fabricators Barrier Beam Highway Guard Rail, 12 gauge, at 12½ foot post spacing.

U. S. Tuthill Highway Guard Rail, 9 gauge, at 12½ foot post spacing, using 3/4" bolts at rail joints and supported on offset spring brackets.

U. S. Tuthill Highway Guard Rail, 9 gauge, at 12½ foot post spacing, using 3/4" bolts at rail joints and supported on a rigid "U" shaped bracket attached directly to the post and centering the rail members.

Measurement and Payment:

For the construction of the metal guard rail in accordance with the foregoing specifications, payment will be made at the price bid per linear foot for the applicable pay item "Metal Guard Rail, Concrete or Metal Posts" or "Metal Guard Rail, Treated Timber Posts." The pay lengths will be determined by measurement along the guard rail as constructed from end to end of the rail member of each section of completed guard rail.

The price bid per foot for the applicable bid item as set forth above shall be understood to include payment for the excavating and backfilling of post holes, the furnishing and installing of end pieces and the painting work, as well as for the furnishing and placing of all materials and the performance of all other work required.

ROCK BASE AND SHOULDERS

Work To Be Done:

Under this specification, the contractor shall construct a rock base on the main highway roadbed between Stations 845+50 and 1173 of the project and on connecting roads, detour roads, frontage roads and approach roads as called for by the plans, or as ordered by the engineer.

Also, under this specification, the contractor shall construct the crushed rock shoulders called for by the typical cross-section plans at the locations called for by the plans between Stations 784+20 and 1173, or as directed by the engineer.

Standard Specification to Apply:

The rock base and shoulders shall be constructed in accordance with the standard specification for "Rock Base - Specification 'B'," as given in Section 18 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Cross-sections and Number of Courses:

The rock base and shoulders shall be constructed to the cross-sections indicated by the typical cross-section plans.

The base shall be constructed in two courses, which courses will be hereinafter referred to as the "bottom course" and the "top course."

The shoulders and rock base will hereinafter be referred to collectively as "base" or "base course."

The bottom course of the base shall be constructed in two spreads of approximate equal thicknesses to the total compacted thickness indicated by the typical cross-section plan. Each spread shall be separately bladed and rolled until the spread is thoroughly compacted.

The top course of the base shall be constructed in one spread and to the thicknesses indicated by the typical cross-section plan.

The shoulders shall be constructed in one spread and to the thicknesses indicated by the typical cross-section plan.

Kind of Material for Bottom Course:

The materials to be used in the bottom course of the base shall be rock or gravel, either crushed or uncrushed, meeting the quality and size requirements hereinafter set forth.

Kind of Material for Top Course:

The material to be used in the top course of the base and shoulders shall be either crushed rock or crushed gravel meeting the quality and size requirements hereinafter set forth.

If crushed gravel is furnished it shall be manufactured from a gravel, all of which will be retained on a screen having 1 inch square openings.

Quality of Base Materials:

The materials to be used in the construction of the base and shoulders shall be gravel and/or rock which, when subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A.A.S.H.O. Method T-96), shows a percentage of wear not exceeding 35.

The materials shall meet the requirements set forth in the "Additional Special Provisions" under the subheading "Plasticity Index Requirements."

Source of Acceptable Rock:

Rock of suitable quality for use in construction of the base and shoulders is obtainable from the following source:

> The talus deposit hereinbefore specified as a source of special borrow materials.

Acquisition and Development of Source:

The foregoing described "source of acceptable rock" is State-controlled and the contractor will be permitted to take materials therefrom without payment of royalty or other charge.

If the contractor elects to obtain materials from any source or sources other than the hereinbefore described "source of acceptable rock," he shall, himself, acquire the right to take materials therefrom and shall bear all of whatever expense and royalty payments may be involved.

All expense involved in the developing and operating of the source or sources used, including the clearing and grubbing, the removing of overburden, the separating and wasting of soft rock, dirt and other unsuitable materials and the constructing and maintaining of hauling roads, shall be borne by the contractor.

Size of Materials:

The materials to be used in the respective courses of the base and shoulders shall be as follows:

Name of Course	Size of Material
Bottom Course	3" - 0
Top Course and Shoulders	3/4" - 0

The dimensions used in the above size specifications shall be understood to be the limiting diameters of the pieces of rock as measured by laboratory screens having square openings.

The material to be used in the bottom course of the base shall be uniformly graded from dust to a maximum size not less than 2 inches and not greater than 3 inches. At least 35 per cent of the material shall be retained on a screen having 1 inch square openings, and not more than 40 per cent or less than 25 per cent of the material shall be fine material that will pass through a screen having $\frac{1}{4}$ inch square openings.

The crushed material to be used in the top course of the base and shoulders shall be uniformly graded from dust to a maximum size of 3/4 inch. All of the material shall pass through a screen having 3/4 inch square openings, and not more than 60 per cent or less than 40 per cent of it shall be fine material that will pass through a screen having ¼ inch square openings.

Details of Construction:

The rock base and shoulders shall be constructed in the manner stated in the standard specification. Incorporation of filler materials will not be required.

Measurement and Payment:

The basis of measurement and payment for the construction of the rock base and shoulders will be as specified in the standard specification, except as follows:

(a) The pay items will be:

1. 3" - 0 Material in Base
2. 3/4" - 0 Material in Base and Shoulders
3. Sprinkling

(b) The pay quantities of items Nos. 1 and 2 of the above listed items will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

(c) Screen rejections and other by-products of the crushing and screening operations shall be subject to dispostion as hereinafter set forth in the "Additional Special Provisions."

(d) Sprinkling work will be separately paid for as hereinafter specified under the heading "Sprinkling."

SPRINKLING

All sprinkling work authorized by the engineer shall be performed and will be paid for in accordance with the standard specification for "Sprinkling" as given in Section 21 of the standard specification.

No separate or additional payment will be made for sprinkling work unauthorized by the engineer.

BITUMINOUS BINDER COURSE

Work To Be Done:

Under this specification, the contractor shall construct a binder course of bituminous cement and 3/4" - 0 crushed material on those portions of the main highway roadbed and detour roads and frontage roads which are to be occupied by asphaltic concrete pavement or oil mat wearing surface. On road connections and approach roads the binder course will be omitted if so directed by the engineer.

Standard Specification to Apply:

The applying of the bituminous binder course shall be performed and paid for in accordance with the standard specification for "Oil Mat Wearing Surface," as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Bituminous Cement:

Except as otherwise hereinafter provided, the bituminous cement to be used in the binder course shall be RC-3 Rapid Curing Cutback Asphalt conforming with the requirements for that grade of asphalt as given in the A.A.S.H.O. Standard Specification for Cutback Asphalt (Rapid Curing Type), A.A.S.H.O. Designation M-81.

Emulsified Asphalt To Be Used In Late Season Work:

When the binder course is being applied after September 1 of the calendar year, the bituminous cement used, if so ordered by the engineer, shall be emulsified asphalt.

If, as above provided, emulsified asphalt is used it shall be understood and agreed that the resulting change in the bid quantity of RC-3 type asphalt will be a change in quantity coming under the provisions of Article 8-10 of the standard specification form with the understanding that such change will involve no claim by the contractor by reason of such change or variation.

When emulsified asphalt is used in the work, as above provided, it will be paid for at a price in place based on the price bid for RC-3 asphalt adjusted to reflect the difference in cost of the material to the contractor, the adjusted price to be agreed upon between the contractor and the engineer prior to its delivery.

Emulsified asphalt used in the work shall conform with the requirements for RS-2 emulsified asphalt as given in the A.A.S.H.O. Standard

Specification for Emulsified Asphalt, A.A.S.H.O. Designation M140-49.

Aggregates:

The cover material or aggregates to be used in the binder course shall be crushed gravel or crushed rock of the same size (3/4"-0), kind and quality as is hereinbefore specified for material to be used in the construction of the top course base and shoulders.

Preparation of Base:

The base shall be prepared as specified in the standard specification, except that where the base materials are not firmly bound, the windrowing and brooming work shall be omitted.

Details of Application:

After the base has been prepared as above specified, RC-3 cutback asphalt shall be applied at such rate between 0.25 gallon and 0.50 gallon per square yard as the engineer may order. The spread of asphalt shall be followed immediately with a spread of 3/4" - 0 crushed aggregate, the spread to be made at such rate between 0.006 cubic yard and 0.012 cubic yard per square yard as the engineer may order.

The spread of 3/4" - 0 crushed aggregate shall be smoothed with a blade grader, and, while the blading is in progress, additional crushed aggregate shall be added as may be necessary to insure complete coverage and smooth surface. The course shall then be rolled until thoroughly compacted, after which it shall be allowed to "set" for a period of as long as three days, if so ordered by the engineer, before commencing the construction of the course of material to be placed upon it.

Measurement and Payment:

The pay items in connection with the application of the bituminous binder course shall be as follows:

1. Preparation of Base, Main Highway
2. Preparation of Base, Frontage Roads
3. 3/4" - 0 Material in Binder Course
4. Furnishing and Placing RC-3 Asphalt
5. Sprinkling

Payment for these items, when made at the prices bid for them, shall comprise full and complete payment for the application of the bituminous binder course, in accordance with the foregoing specifications, and no special or additional payment will be made for any work or materials that are called for by the specifications or that are required to produce the specified results.

The basis of measurement and payment for items 1, 2, 4 and 5 of the above-listed pay items shall be the same as is specified for corresponding items in the standard specification, the pay length of item 2 to be measured along the center lines of the detour and frontage roads on which the work is performed as directed by the engineer.

The pay quantities of item No. 3 of the above-listed items will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

Screen rejection materials shall be subject to disposition as hereinafter specified in the "Additional Special Provisions" under the heading "Disposition of Screen Rejections."

OIL MAT WEARING SURFACE, TYPE 0-9

Work To Be Done:

Under this specification, the contractor shall construct an oil mat wearing surface (Type 0-9) on detour roads and on those portions of the frontage roads which are to be used as detour roads as indicated on the plans.

Standard Specification to Apply:

The construction of the oil mat wearing surface shall be performed and paid for in accordance with the standard specification for "Oil Mat Wearing Surface," as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Width of Treatment:

The widths to which the oil mat wearing surface is to be constructed on detour roads shall be as shown on the typical cross-section plans or as directed by the engineer.

Bituminous Cements:

The bituminous cement to be used in all courses of the wearing surface shall be 150-200 asphalt conforming with the requirements for that grade of asphalt as given in the A.A.S.H.O. Standard Specification for Asphalt Cement (A.A.S.H.O. Designation M-20), except that the flash point shall be not less than 400 degrees Fahrenheit.

Wygant Park-Hood River

Kind and Quality of Aggregates:

The aggregates to be furnished under this specification shall be furnished by the contractor and shall be clean crushed rock or clean crushed gravel which shall conform to the requirements set forth in the standard specification form, except as those requirements are supplemented and modified by the provisions which follow:

1. When the rock or gravel from which the mineral aggregate is manufactured is subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A.A.S.H.O. Method T-96), it shall show a percentage of wear not exceeding 25.

2. The materials shall meet the requirements hereinafter set forth in the "Additional Special Provisions," under the subheading "Plasticity Index Requirements."

Acceptable Source of Aggregates:

Rock suitable for use in the manufacture of the oil aggregates is obtainable from the same source and under the same conditions as are hereinbefore specified for use in the construction of the rock base and shoulders.

Table of Details for Type 0-9 Oil Mat Wearing Surface:

The rates of spreading, the order of spreading and other details applicable to the Type 0-9 oil mat wearing surface to be constructed shall be as specified in Section 26, Table No. 2 of the standard specification form.

Sizes and Quantities of Aggregates:

The sizes and approximate quantities of crushed materials to be furnished and placed by the contractor for use in constructing the oil mat wearing surface shall be as indicated by the following table:

Size		Approximate Quantity
3/4" - ½" Materials		140 cu. yds.
½" - ¼" Materials		130 cu. yds.
¼" - 0 Materials		70 cu. yds.
	Total	340 cu. yds.

Determination of Sizes:

The sizes of the aggregates shall, in general, be determined by means of screens having ROUND OPENINGS as hereinafter set forth in the "Additional Special Provisions."

Measurement and Payment:

The basis of measurement and payment for the construction of the oil mat wearing surface shall be as stated in the standard specification, except as follows:

(a) The pay items will be:

1. Furnishing and Placing Aggregates
2. Furnishing and Placing 150-200 Asphalt
3. Sprinkling

(b) The pay quantities of Item 1 of the above will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

(c) It shall be understood that any cost of preparing the base is included in the price bid for that item as hereinbefore listed under the specification for "Bituminous Binder Course."

(d) The screen rejection materials and other by-products of the crushing and screening operations shall be subject to disposition as hereinafter set forth in the "Additional Special Provisions."

ASPHALTIC CONCRETE PAVEMENT

Work To Be Done:

Under this specification, the contractor shall construct the asphaltic concrete pavement on the main highway roadbed and frontage roads throughout the length of the project, as called for by the plans, and on such approach roads, road connections and street connections as the engineer may designate.

Standard Specification to Apply:

The asphaltic concrete shall be furnished, placed and paid for in accordance with the standard specification for "Asphaltic Concrete Pavement," as given in Section 30 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Additional Provisions to Apply:

The additional provisions hereinafter given for "Asphaltic Concrete Pavement" under the insert titled "Additional Provisions for Asphaltic Concrete pavement and Emulsified Asphalt Seal Coat" shall be understood to apply to the work to be done under these provisions the same as though those additional provisions were repeated here.

Lines, Grades and Cross-sections:

The lines and grades to which the asphaltic concrete is to be constructed are to be as called for by the plans or as ordered by the engineer. The cross-section to which the asphaltic concrete is to be constructed shall be as indicated by the typical cross-section plan.

Paving of Side Roads:

On approach roads and private driveways, the asphaltic concrete, in general, shall extend 20 feet from the edge of the main highway pavement (but always confined within the highway right of way), and shall have a width not less than 8 feet.

On connections to pbulic roads, the asphaltic concrete, in general, shall extend to the highway right of way line and shall have a width not less than 18 feet.

The thickness to which this paving work is performed shall be not less than 2 or more than 3½ inches.

The exact lengths, widths and thicknesses of paving work under this provision shall be as designated by the engineer.

Class of Asphaltic Concrete To Be Used:

The class of asphaltic concrete to be used in the pavement shall be as follows:

Name of Course	Class of Asphaltic Concrete
Base	"B"
Wearing Surface	"B"

Source of Aggregates:

The aggregates for the asphaltic concrete shall be obtained from such source or sources of suitable material as the contractor may elect to use and under the same conditions as apply to the furnishing of materials for the rock base as hereinbefore set forth under the specification "Rock Base and Shoulders."

Percentage of Asphaltic Cement To Be Used in Mix:

The percentage by weight of the asphaltic cement included in the weight of the complete asphaltic concrete mixture will be between 5% and 7%, instead of between 5% and 8% as stated in Article 30-8 of the standard specification.

Blending of Crushed and Uncrushed Coarse Aggregates:

If coarse aggregate partly of crushed gravel and partly of uncrushed gravel is furnished, it shall be intimately blended at the producing plant by mechanical processing and shall be so handled in delivery and storage at the paving plant site as to prevent segregation of the materials.

Proportioning of Aggregates Prior to Heating:

The contractor shall provide and use in his plant setup and plant operations some suitable device or means which will provide positive control over the rate of delivery of the aggregates to the heater or drier and which control will insure the uniform delivery of the aggregates to the heater or drier in quantities and proportions closely approximating the quantities and proportions of aggregates required in the asphaltic concrete mixture.

Preparation of Base:

The base upon which the asphaltic concrete mixture is to be placed consists of new base course material on which the bituminous binder course has been applied, and existing bituminous treated surfacing.

The surfaces which are bituminous treated shall be made clean and free of dust, dirt, mud and other objectionable matter immediately prior to the placing of asphaltic concrete thereon.

Other than as above specifically provided, all bases upon which the asphaltic concrete mixture is to be placed shall be prepared as specified in Article 30-9 of the standard specification.

Trimming of Edges:

Where new asphaltic concrete is to be placed against existing bituminous surfacing, the edges of the existing surfacing shall be trimmed as necessary to remove ragged, broken or badly misshapen portions of the surfacing and to provide a satisfactory face against which to construct the new pavement.

Control of Grade and Line for Base Course:

In order to provide means of controlling the grade, cross-section and lines to which the base course and/or leveling course of the asphaltic concrete pavement is constructed, the contractor shall provide a string, wire or other satisfactory guide along each side of each strip of the base course of pavement which shall be accurately established and maintained by the contractor to the lines and grade set by the engineer.

Machine To Be Equipped With Guides:

The machine to be used in spreading and finishing the base and/or leveling course of the pavement shall be provided with a marker arm or guide along each side thereof which shall be used in conjunction with the above specified guide lines to insure the spreading and finishing of the asphaltic concrete to specified line, cross-section and grade.

Side Forms May Not Be Required:

The use of side forms will not be required, provided that the methods and equipment used in the work produce a pavement laid to neat straight lines, proper thickness and specified crown, top width and grade.

If the equipment and methods used in the work do not produce results satisfactory, in the above respects, to the engineer, then, and in that event, side forms for grade control and for the retention of the asphaltic concrete mixture will be required on the main highway roadbed. If required, the side forms shall be furnished and placed as called for in the standard specification, excepting that those portions of the standard specification which have to do with the forms being required to support the finishing machine will be waived if the type of machine used does not ride upon the forms.

Machine Spreading and Finishing Required:

Both the base course and the wearing surface course of the asphaltic concrete pavement shall be spread and finished by machine methods in accordance with the provisions given in Article 30-17 of the standard specification, except that the requirement therein which fixes a 10-foot minimum on the length of the wheel base support of the screed or strike-off assembly will not be enforced.

On areas of irregular shape or limited area where the machine methods of construction are not practicable, the asphaltic concrete may be spread and finished by hand methods approved by the engineer.

Compaction by Tamping:

Where the position in which the asphaltic concrete is to be placed is such that it cannot be compacted by the rolling methods specified, the compacting shall be accomplished by tamping, the tamping to continue until the degree of compaction called for by the specifications is attained.

Number and Thickness of Spreads:

The wearing surface course and the base course shall each be constructed in one spread and to the respective uniform compacted thicknesses called for by the typical cross-section plans.

Special Details of Construction:

The pavement shall be constructed in two strips of approximately equal width. The contractor shall so plan his operations with relation to the distance covered, that at the end of each second day's run, the strips required to provide specified full width of pavement will have been brought to a common termini. Following the placing of the base course of the asphaltic concrete pavement, the wearing surface course shall be placed at such time that at no time shall the base course carry traffic for more than a 48 hour period.

No traffic shall come in contact with the newly laid pavement, until it shall have cooled sufficiently to prevent marking. The edge of the newly laid first strip of pavement of each course shall be protected from traffic to the extent that no breaking down of the edge shall occur. During the time the pavement is being laid, traffic shall be guided through the section of roadway under construction by a pilot car, thus confining traffic past the paving operations to one-way travel.

Measurement and Payment:

The basis of measurement and payment for the construction of the asphaltic concrete pavement shall be as stated in the standard specification, except as follows:

(a) The pay item will be "Class 'B' Asphaltic Concrete."

(b) The pay tonnages of the asphaltic concrete shall be determined by weighing the asphaltic concrete mixture on certified and accurate platform weigh scales furnished by the contractor.

Wygant Park-Hood River

No. 32

EMULSIFIED ASPHALT SEAL COAT

Work To Be Done:

Under this specification, the contractor shall apply a seal coat of emulsified asphalt and cover aggregate on the surface of the new asphaltic concrete pavement on the main highway roadbed, and on such connecting streets, connecting roads and approach roads as are designated by the engineer.

Additional Provisions to Apply:

The additional provisions hereinafter given for "Emulsified Asphalt Seal Coat under the insert titled "Additional Provisions for Asphaltic Concrete Pavement and Emulsified Asphalt Seal Coat" shall be understood to apply to the work to be done under these provisions the same as though those additional provisions were repeated here.

Source of Aggregates:

The mineral aggregates shall be produced from such source or sources of suitable rock or gravel as the contractor may elect to use and under the same conditions as apply to the furnishing of rock base materials as hereinbefore set forth under the specification "Rock Base and Shoulders."

Protection of Structures:

During the spreading of the emulsified asphalt, the contractor shall, by the use of tar paper, building paper or other suitable means, protect all adjacent curbs and other structures from discoloration due to the splashing of the emulsified asphalt. Any such discoloration that occurs shall be removed by the contractor at his own expense.

Measurement and Payment:

The basis of measurement and payment for the construction of the seal coat shall be as stated in the standard specification, except as follows:

(a) The pay items will be:

1. RS-1 Emulsified Asphalt in Seal Coat
2. Aggregate in Seal Coat

(b) No separate or additional payment will be made for the preparation of the base, it being understood that the cost thereof is covered and included in some one or ones of the above-listed bid items.

(c) The pay quantities of Item 2 of the above will be determined on a volume basis, the unit to be the cubic yard. Measurement of the materials is to be made in the hauling vehicles at the points of deposit. To facilitate measurement in this manner, the contractor shall, by striking off or by some other satisfactory means, bring the top of each load to a level surface with all corners completely filled.

CONTRACTOR'S OBLIGATION IN HANDLING WORK TO ASSURE SAFE OPERATION OF TRAFFIC

The contractor's attention is called to the necessity of using the present roadway and sections of the new roadbed and the construction of sections of detour and/or frontage roads to carry traffic during construction of the project. The grading and surfacing work shall be so handled by the contractor that a free flow of traffic in each direction will be provided at all times. In general, traffic will be carried on the old roadway which lies outside of the new construction and at points of conflict as indicated on the plans, a detour road and/or frontage road will be constructed to widths indicated on the accompanying plans.

Before any section of the present roadway is destroyed, a detour road by-passing the section shall be constructed and surfaced with rock as called for by the typical cross-section plans. The placing of the oil mat on detour and/or frontage roads shall follow the rock surfacing work as soon as is practicable during favorable weather conditions. If, due to unfavorable weather conditions, the oil mat construction work is delayed, it shall be the obligation of the contractor to maintain the rock surfacing in a smooth and uniform condition.

Beginning three days after the second seal of the oil mat has been placed, the contractor will be relieved of further maintenance thereof, due to use of the road by the traveling public, any damage, however, which is caused by the contractor's equipment to the road surface of either detours or existing highway used to detour traffic past the work shall be repaired by the contractor at his own expense.

The contractor shall provide flagmen, barricades, lights, and direction signs whenever and wherever they may be needed to safeguard traffic or to protect the work or workmen from injury.

Nothing herein contained shall in any way act as a waiver of the requirements given in the standard specification or elsewhere given in the special provisions relating to provisions for traffic.

MISCELLANEOUS PROVISIONS

Expeditious Performance Required:

The expeditious performance of the work to be done under this contract is of prime importance. The contractor shall commence work on the project at the earliest practicable date and shall proceed with the performance of his work in the most expeditious manner possible and with adequate equipment, materials and labor shall diligently prosecute the work to completion by as early a date as is practicable.

Removal of Buildings From Right of Way:

It is expected that the contractor will not be required to move buildings. All buildings requiring moving to permit the construction work as planned are expected to be moved by the owners of the buildings or by others prior to the time that the contractor's operations will require their being moved.

The contractor shall co-ordinate his activities with those by whom the buildings are to be moved in the most helpful manner possible.

If the contractor is required to move or to wreck major buildings, as mentioned hereinbefore under the heading "Clearing and Grubbing," the work shall be done and will be paid for as provided hereinafter under the heading "Extra Work Items."

If the buildings are not removed as expected, and, if due to the buildings not being so removed, the contractor is unable to complete the contract within the specified time limit, the time limit for completion will be extended by the number of days that the work is delayed due to the buildings not having been removed by that date. Delay in the removal of buildings will not relieve the contractor of his obligation to complete all work specified to be done under the contract, or entitle him to any extra compensation or other allowance for any loss, extra expense, delay or inconvenience suffered by him by reason of the delay in the removal of the buildings.

Adjustment of Public Utilities:

Such telephone, telegraph and power lines and gas mains owned by public utility corporations as must be raised, lowered, moved or reinstalled will be lowered, moved or reinstalled by the owners thereof.

The contractor will be required to cooperate with others by whom the above-described work is to be performed and shall coordinate his operations with theirs in the most helpful manner possible. He shall give the parties, by whom the work is to be performed, adequate notice of his needs, and shall allow them reasonable time for the performance of their work.

Extra Work Items:

Construction items which may be required to complete the project and which are not covered by the special provisions or listed pay items herein may include, but are not necessarily limited to the following items of work:

1. Salvage and reinstall water lines.
2. Moving of major buildings.

These items and other such items are to be performed by state forces or by the contractor, as the engineer may decide. If performed by the contractor, the work shall be done in accordance with the instructions of the engineer as "extra work" and will be paid for either (a) on the force account basis set forth in the standard specification form, or (b) at a price to be agreed upon between the contractor and the engineer prior to commencement of the work. Whether the work is performed under (a) or (b), above, shall be as the engineer may decide.

Forest Service Requirements:

The work to be done under this contract lies partly within the limits of the Mt. Hood National Forest and, because of this fact, the work must be performed in accordance with such requirements as the U. S. Forest Service may prescribe.

The contractor agrees that he will conduct the work in complete accord with such requirements and that he will be liable for and shall protect the State and its employees against all claims for injury, damage or loss that may be claimed by reason of his failure to so conduct the work.

It shall be incumbent upon the contractor to ascertain from the U. S. Forest Service and other sources of information, the rules, regulations and requirements to be conformed with, and in that connection he is advised that the Forest Supervisor in charge of the Mt. Hood National Forest has his office at Portland, Oregon.

Structural Work Under Separate Contract:

New structural work to be performed within the limits of the project under a separate contract consists of the following:

1. The Jaymar Overcrossing Structure between Stations 1146+65 and 1147+65.
2. The railroad overcrossing structure between Stations 1164+38 and 1170.

It is anticipated that the Jaymar Overcrossing Structure will be completed by May 31, 1952, and that the railroad overcrossing structure will be completed by May 31, 1953.

Bids for the Jaymar structure will be received at the same time and place as will bids for this project.

Bids for the railroad overcrossing structure are to be received at a later date.

In case the new structures are not completed as expected, and, due entirely to that reason, it becomes impossible for the grading contractor to complete the work to be done under this contract within the specified time limit, the time for the completion of the work will be extended by whatever number of days the work is delayed on that account. Noncompletion of the structural work within the expected time will not, however, relieve the contractor of his obligations to entirely complete all work specified to be done under the contract. Neither will such noncompletion entitle him to extra compensation of any kind.

The grading contractor shall conduct his operations without interference with the operations of the contractor by whom the structural work is to be performed, and he shall coordinate his operations with those of the structural contractor in the most helpful manner possible.

Early Completion of New Railroad Roadbeds Required:

As no work which would interfere with the existing railroad roadbed can be started until such time as the new railroad roadbed has been completed and the Railroad Company has re-established their facilities thereon and has the new railroad line in service, the contractor shall concentrate his operations in performing the clearing, grubbing, earthwork and drainage work required to complete the new railroad roadbed at the earliest practicable date.

Contractor to Inform Himself Regarding Difficulties:

Prior to bidding on the project, the contractor shall determine to his own satisfaction the nature of the work to be performed under this contract, its locations, extents and the difficulties and other factors involved. It will be assumed that the contractor has inspected all conditions at the site of the work before submitting his bid for the project.

Work To Be Done By Railroad Company:

The Union Pacific Railroad Company will perform the following items of work:

1. Do all of the required work above subgrade on the new railroad alignment.

2. Construct the undercrossing structures under the existing railroad roadbed under the conditions hereinbefore set forth under the heading "Earthwork."

Contractor's Obligations For Protection of Railway Property:

The attention of the contractor is called to those provisions of Section 6 of the standard specification form which relate to protection of property and persons, restoration of damaged property, responsibility for damage, etc., which provisions shall remain in full force and effect, except as follows:

1. The provisions given in Article 6-22 of the standard specifications which require the contractor to "at his own expense provide such trackwalkers and flagmen as the said owners and officials may deem necessary for the adequate protection of the railroad property and train service" is hereby waived and is not to apply to the work to be done under the contract; and in lieu thereof the following provision shall apply:

All watchmen, flagmen and inspectors (as employees of the railroad company) who are considered by the railroad company as necessary to protect railroad operations from hazards normally accruing by reason of the work required under the contract will be furnished by the railroad without cost to the contractor. If, however, the contractor conducts his operations in a manner which, in the judgment of the railroad company or the engineer, requires special watchmen, flagmen and/or inspectors, such special employees will be supplied by the railroad company and the contractor shall, at his own expense, reimburse the railroad company for such special watchmen, flagmen and/or inspectors.

2. To further protect the interested railway and telegraph companies, the contractor shall conform with the following requirements and conditions and shall bear all costs and expense involved in conforming therewith:

a. Perform the work under the contract without obstructing, endangering, interfering with, hindering or delaying the maintenance or operation of the O. W. R. R. & N. (Union Pacific) Company railroad, tracks, or facilities, and the facilities of the Telegraph Company.

b. Refrain from the placing of explosives or other combustible material upon, along or about the railroad company's premises; erect no structures upon railroad property, create no obstruction to the view along said railroad tracks, prevent obstruction or interference with railroad drainage ditches, and leave the railroad premises free and clean of materials, debris and litter caused by the contractor's operations.

c. Before any explosives are discharged in proximity to the railroad tracks, the contractor shall give the railroad company adequate notice, and such blasting shall be done in such manner and at such times as will least endanger the railroad or telegraph companies' properties.

d. Before commencing any work on or in close proximity to said railroad property, give the railroad company and/or telegraph company reasonable notice of the time when such work will commence, and cooperate with said railroad and/or telegraph companies' representatives in every reasonable way for the adequate protection of said companies' facilities and operations during the progress of the work.

e. Furnish the various liability insurance policies hereinafter specified under the heading "Liability Insurance."

f. Assume full responsibility for all and any damage caused by the contractor's activities to railroad structures, roadbed, ballast, ties and/or track, to all telegraph, telephone and signal lines, and to any other property of the railroad or telegraph companies, and reimburse the railroad company and/or telegraph company for their costs in repairing such damages upon the rendition of bills therefor.

Air Entraining Agent:

Contrary to the provisions given in the "Additional Special Provisions" under the heading "Air Entraining Agent," the following shall apply.

The contractor shall furnish an air-entraining agent to be added to the concrete as it is mixed. This air-entraining agent shall be one of the 20 admixtures hereinafter listed. The amount of air-entraining agent used shall be sufficient to produce from 3 to 6 per cent of entrained air.

Either prior to or at any time during construction, the engineer may require that the admixture selected by the contractor be further tested to determine its effect upon the strength of the concrete. When so tested, compressive strength at seven days of concrete made with the cement and aggregates and in the proportions to be used in the work and containing the admixture under test in an amount sufficient to produce from 3 to 6 per cent entrained air in the plastic concrete shall not be less than 88 per cent of the strength of concrete made with the same materials and with the same cement content and consistency but without the admixture.

The percentage reduction in strength shall be calculated from the average strength of at least five standard 6" x 12" cylinders of each type of concrete. Specimens shall be made and cured in the laboratory in accordance with ASTM Standard Method of Making and Curing Concrete Compression and Flexure Specimens in the Laboratory, C 192-49, and shall be tested in accordance with ASTM Standard Method of Test for Compressive Strength of Molded Concrete Cylinders, C 39-49. The percentage of entrained air shall be determined in accordance with ASTM Tentative Method of Test for Air Content of Freshly Mixed Concrete by the Pressure Method, C 231-49 T.

Admixtures failing to meet the above requirements may be rejected.

LIST OF ADMIXTURES

No.	Trade Name	Manufactured By	Address
1	Aerolith	Sonneborn & Sons, Inc.	New York, N. Y.
2	Airalon AEA	Dewey & Almy Chem. Co.	Cambridge, Mass.
3	Ayr-Trap No. 1	A. C. Horn Co., Inc.	Long Island City, N. Y.
4	Ayr-Trap No. 2	A. C. Horn Co., Inc.	Long Island City, N. Y.
5	Darex AEA	Dewey & Almy Chem. Co.	Cambridge, Mass.
6	Durair	Techkote Co.	Inglewood, Calif.
7	Nacconal NR	Allied Chem. & Dye Corp.	New York, N. Y.
8	Nacconal Z	Allied Chem. & Dye Corp.	New York, N. Y.
9	N-Tair	Newport Industries	New York, N. Y.
10	Portite	Hopper Products, Inc.	New York, N. Y.
11	Pozzolith 4A	Master Builders Co.	Cleveland, Ohio
12	Pozzolith 5A	Master Builders Co.	Cleveland, Ohio
13	Pozzolith 8	Master Builders Co.	Cleveland, Ohio
14	Pozzolith 10A	Master Builders Co.	Cleveland, Ohio
15	Protex AEA	Autolene Products Co.	Denver, Colo.
16	Sika AER	Sika Chemical Co.	Passaic, N. J.
17	Spray-O-Bond	Spray-O-Bond Co.	Milwaukee, Wis.
18	Specs	E. L. Moore Co.	Pasadena, Calif.
19	Veriset	Verapon Inc.	New York, N. Y.
20	Vinsol NVX	Hercules Powder Co.	Wilmington, Del.

The contractor will be required to follow an approved procedure for adding the specified amount of air-entraining admixture to each batch and will be held responsible for its uniform operation during the progress of the work. The contractor shall provide separate approved scales for such admixtures as are to be proportioned by weight and accurate measures for such admixtures as are to be proportioned by volume.

Maximum Loading Temperature For Asphalts:

The contractor is advised that the main suppliers of asphalts and asphaltic products to the Oregon area have been instructed by the Oregon State Highway Department, on May 16, 1951, as follows:

"The maximum temperature at which any asphalt or road oil is to be loaded in tank cars or trucks for shipment to the Oregon Highway be tested in accordance with ASTM Standard Method of Test for Compressive Strength of Molded Concrete Cylinders, C 39-49. The percentage of entrained air shall be determined in accordance with ASTM Tentative Method of Test for Air Content of Freshly Mixed Concrete by the Pressure Method, C 231-49 T.

Admixtures failing to meet the above requirements may be rejected.

LIST OF ADMIXTURES

No.	Trade Name	Manufactured By	Address
1	Aerolith	Sonneborn & Sons, Inc.	New York, N. Y.
2	Airalon AEA	Dewey & Almy Chem. Co.	Cambridge, Mass.
3	Ayr-Trap No. 1	A. C. Horn Co., Inc.	Long Island City, N. Y.
4	Ayr-Trap No. 2	A. C. Horn Co., Inc.	Long Island City, N. Y.
5	Darex AEA	Dewey & Almy Chem. Co.	Cambridge, Mass.
6	Durair	Techkote Co.	Inglewood, Calif.
7	Nacconal NR	Allied Chem. & Dye Corp.	New York, N. Y.
8	Nacconal Z	Allied Chem. & Dye Corp.	New York, N. Y.
9	N-Tair	Newport Industries	New York, N. Y.
10	Portite	Hopper Products, Inc.	New York, N. Y.
11	Pozzolith 4A	Master Builders Co.	Cleveland, Ohio
12	Pozzolith 5A	Master Builders Co.	Cleveland, Ohio
13	Pozzolith 8	Master Builders Co.	Cleveland, Ohio
14	Pozzolith 10A	Master Builders Co.	Cleveland, Ohio
15	Protex AEA	Autolene Products Co.	Denver, Colo.
16	Sika AER	Sika Chemical Co.	Passaic, N. J.
17	Spray-O-Bond	Spray-O-Bond Co.	Milwaukee, Wis.
18	Specs	E. L. Moore Co.	Pasadena, Calif.
19	Veriset	Verapon Inc.	New York, N. Y.
20	Vinsol NVX	Hercules Powder Co.	Wilmington, Del.

The contractor will be required to follow an approved procedure for adding the specified amount of air-entraining admixture to each batch and will be held responsible for its uniform operation during the progress of the work. The contractor shall provide separate approved scales for such admixtures as are to be proportioned by weight and accurate measures for such admixtures as are to be proportioned by volume.

Maximum Loading Temperature For Asphalts:

The contractor is advised that the main suppliers of asphalts and asphaltic products to the Oregon area have been instructed by the Oregon State Highway Department, on May 16, 1951, as follows:

"The maximum temperature at which any asphalt or road oil is to be loaded in tank cars or trucks for shipment to the Oregon Highway

Department or to any contractor for Oregon highway construction shall not exceed 375°."

It shall be the obligation of the contractor, in ordering asphalts and asphaltic products for use on this project, to advise and/or remind the supplier concerning the above limitation, and it shall be understood that materials which have been loaded at higher than specified maximum temperature (375° F.) will be subject to rejection.

Consideration of Bids:

Bids for this project will be considered in conjunction with bids for the Jaymar Overcrossing Structure Project, and the State Highway Commission reserves the right to award the contracts on the basis of lowest total cost for the two projects. The lowest bidder for this project will, therefore, have no claim on the award of the contract unless his bid, in combination with some bid for the Jaymar Overcrossing Structure Project, gives the lowest total for the two projects.

Bids for the Jaymar Overcrossing Structure Project, above referred to, will be received by the State Highway Commission at the same time and place as will bids for this project.

Project May Be Bid in Combination With The Jaymar Overcrossing Structure Project:

If the bidder should bid on the Jaymar Overcrossing Structure Project, as well as on this project, he may, if he so desires, bid a lump sum amount by which he will reduce the total of his two bids, if he is awarded the contracts for both projects. This bid or offer to reduce the total of his two bids must be made on the qualification sheet inserted for the purpose between pages 8 and 9 of the proposal form for this project. No mention of the offer need be made in the proposal for the Jaymar Overcrossing Structure Project.

If an award is made on the lump sum reduction basis above described, the lump sum amount shall be deducted from the payments to the contractor, the total deduction being prorated between the two projects in direct proportion to the amounts bid for the projects.

The deduction shall be made from the final or semi-final estimates unless the amount of the lump sum reduction is, in the opinion of the engineer, unbalanced or excessive, in which event the deduction shall be made at such times during the progress of the work as the engineer may determine.

Bid May Be Made Contingent Upon Receiving Award of the Jaymar Overcrossing Structure Project:

In case the bidder does not desire to receive the award of contract for this project, unless he also receives the award of contract for the Jaymar Overcrossing Structure Project, he may protect himself against such a possibility by signing the statement to that effect which appears on the qualification sheet inserted between pages 8 and 9 of the proposal form.

Time Reserved for Award of Contract and Preparation of Contract Documents:

It shall be understood and agreed that the provisions set forth in the proposal for this project under the above subheading in the "Instructions to Bidders" are hereby changed by substitution of the words "forty-five" where the word "fifteen" now appears.

Under this change a period of forty-five (45) days may elapse between the receiving of bids and the submission to the contractor of the written instruments of contract and bond for his execution before consideration would be given to the granting of a time extension for completion of the contract due to such delay.

Award of Contract and Return of Proposal Guaranties:

It shall be understood and agreed that the provisions set forth in the proposal for this project under the above subheading in the "Instructions to Bidders" are hereby changed by substitution of the words and figures "sixty (60)" where the words and figures "thirty (30)" now appear.

Under this change, the award of contract and the holding of certain proposal guaranties may extend over a period of as much as sixty (60) days.

Printed Special Provisions Relating to Employment of Labor, Subcontracting, Etc.:

The contractor's attention is directed to the printed "Additional Contract Provisions" and "Additional Special Provisions" which are bound herewith and which apply particularly to the employment of labor, subcontracting, transportation tax refund, alterations in details of construction, et cetera. Those printed special provisions are a part of the special provisions of the contract the same as are the typewritten and/or mimeographed special provisions bound herein, and they shall apply with the same force and effect.

Employment Agency:

The employment lists from which the labor for this project is to be selected will be prepared by the Oregon State Employment Service at Hood River.

LIABILITY INSURANCE

General:

The contractor shall, in addition to other forms of insurance and bonds required under the terms of the specifications and contract, carry protective insurance of the kinds and in the amounts hereinafter set forth, and such insurance shall be in full force and effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by formal acceptance by the Commission, and furthermore such insurance shall be noncancellable and nonalterable for any cause whatsoever (including failure to pay premiums) either by the contractor or by the insurance company, without 30 days written notice to the State Highway Commission as to the cancellation and without prior written approval of the Highway Commission as to alteration. In the event that the said insurance is cancelled as herein provided, the contractor shall provide other insurance of the same class and for the same purposes and subject to the same conditions as provided herein, and the said other insurance shall become effective not later than the time of cancellation of the prior insurance and shall cover the unexpired period of the term herein required.

The contractor shall not commence work under the contract until he has obtained all insurance required under this specification and such insurance has been approved by the State and Railroad, nor shall the contractor permit any subcontractor to commence work on a subcontract until all similar insurance required of the subcontractor has been so obtained and approved.

One copy each of all insurance policies provided under the terms of this specification and one copy of a certificate of insurance for each policy shall be delivered to the engineer at the time of the execution of the contract.

The original copies of insurance policies for and in behalf of the Railroad and certified copies of other required policies shall be furnished the Railroad.

Contractor's Public Liability and Property Damage Liability Insurance.

The contractor shall furnish evidence to the engineer that, with respect to the operations he performs, he carries regular Contractor's Public Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of $400,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than

$200,000 for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit per accident, a total (or aggregate) limit of $400,000 for all damages arising out of injury to or destruction of property during the policy period.

If any part of the work is sublet, similar insurance shall be provided for or in behalf of the subcontractors to cover their operations.

Contractor's Protective Public Liability and Property Damage Liability Insurance:

The contractor shall furnish evidence to the engineer that, with respect to the operations performed for him by subcontractors, he carries in his own behalf regular Contractor's Protective Public Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of bodily injuries to or death or one person and, subject to that limit for each person, a total limit of $400,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractor's Protective Property Damage Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit per accident, a total (or aggregate) limit of $400,000 for all damages arising out of injury to or destruction of property during the policy period.

Railroad's Protective Public Liability and Property Damage Liability Insurance:

The contractor shall furnish evidence to the engineer that, with respect to the operations that he or any of his subcontractors perform he has provided for and in behalf of the Oregon-Washington Railroad & Navigation Company (Union Pacific Railroad Company, Lessee) and the Western Union Telegraph Company as its interests may appear, regular Protective Public Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of $400,000 for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Protective Property Damage Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit per accident, a total (or aggregate) limit of $400,000 for all damages arising out of injury to or destruction of property during the policy period.

The term "persons" as herein used shall include passengers of the railroad company, employees of the railroad company, and employees of the telegraph company, as well as other persons, and the term "property" as herein used shall include property in the custody of the railroad company, property of the railroad company and property of the telegraph company as well as other property.

These two policies, the Protective Public Liability and the Property Damage Liability Insurance policies, shall be separate and apart from policies affording protection to others than the above-named insured. They shall be acceptable to and subject to the approval of the railroad company.

ADDITIONAL PROVISIONS FOR ASPHALTIC CONCRETE PAVEMENT

AND EMULSIFIED ASPHALT SEAL COAT

Asphaltic Concrete Pavement

Fine Mix for Feathering:

When so ordered by the engineer, the contractor shall furnish a "$\frac{1}{4}$-inch - minus" mix of asphaltic concrete for use in feathering the pavement at intersections, connections with existing pavements, etc. This special mix shall be as ordered by the engineer and will be paid for on the same basis as and at the price bid per ton for "Class 'B' Asphaltic Concrete."

Asphaltic Cement:

The asphaltic cement to be used in the asphaltic concrete shall be paving asphalt of 86-100 penetration conforming with the Standard Specifications for Asphalt Cement, current A.A.S.H.O. Designation M-20, except that the flash point as determined by the Standard Method of Test for Flash and Fire Points by Means of Open Cup, current A.A.S.H.O. Designation T-48, shall be not less than 400 degrees Fahrenheit.

Modified Coarse Aggregate Requirements:

Coarse aggregate shall conform with the requirements given in Article 30-5 of the standard specification, except as follows:

1. If the 3/4" - $\frac{1}{4}$" size of coarse aggregate is to be gravel it shall be well-graded, clean gravel, and shall contain not less than 60 per cent by weight of particles with at least one fractured face.

2. When the coarse aggregate, or the rock or gravel from which it is manufactured, is subjected to the Standard Method of Test for Abrasion of Coarse Aggregate by Use of the Los Angeles Machine, current A.A.S.H.O. Designation T-96, it shall show a percentage of wear not exceeding 25.

Volumetric Proportioning and Continuous Mixing Permitted:

Proportioning of materials by weighing, and the mixing of materials in separate batches, as called for by the standard specifications, will not be required, and volumetric proportioning with continuous mixing will be permitted, provided the proportioning and mixing plant used meets the following requirements and provided the resultant asphaltic concrete mixture, when tested by the engineer, is found to conform at all times with all specified requirements:

1. The plant shall be the product of a recognized manufacturer of asphaltic concrete mixing plants and shall be of a design

that has demonstrated, in actual service, its ability to produce asphaltic concrete conforming in all respects with specified requirements.

2. The plant shall include equipment for convenient and accurate calibration of aggregate feed orifices by means of weight test samples; this equipment to include test boxes and scales suitable for the handling of test samples weighing up to 800 pounds.

3. Satisfactory means shall be provided to afford a positive interlocking control between the feed of aggregates from the bins and the flow of bitumen from the meter or other proportioning source, which control can be locked to prevent variation except as ordered by the engineer.

4. The mixer shall be of an approved twin pugmill type of a size and design which will meet specified requirements as to mixing time and thoroughness of mixing. The output of the pugmill in pounds per second shall not be greater than the dead capacity of the pugmill, in pounds, divided by the specified minimum mixing time in seconds.

The provisions above stated shall not be construed as a waiver of any requirements of the specifications that can possibly be met by a properly designed and constructed continuous-mixing, volumetric proportioning type of plant.

Tolerance Limits Applicable In Proportioning of Materials:

The engineer's determination of the exact proportions in which the several constituents of the asphaltic concrete are to be mixed, which determination is mentioned in Article 30-8, will herein be referred to as the "job mix."

The job mix may be changed by the engineer from time to time with the view of obtaining the best product possible from the materials being accepted for the work. The proportions of the several constituents of the asphaltic concrete being produced shall conform with the job mix within tolerance limits as follows:

Aggregate Size	Tolerance (Plus or minus, in per cent of total mix)
$1\frac{1}{4}$" to 3/4"	3.0
3/4" to $\frac{1}{4}$"	4.0
$\frac{1}{2}$" to $\frac{1}{4}$"	4.0
$\frac{1}{4}$" to 10 mesh	3.0
10 mesh to 200 mesh	3.0
Passing 200 mesh	1.0
Asphaltic cement	0.5

The proportions of the several sizes of aggregates passing the 10 mesh sieve shall conform with the job mix within tolerance limits as follows:

Aggregate Size	Tolerance (Plus or minus, in per cent of aggregate passing 10 mesh sieve)
10 mesh to 40 mesh	7
40 mesh to 80 mesh	5
80 mesh to 200 mesh	5
Passing 200 mesh	4

Contractor to Provide Weigh Scales:

The asphaltic concrete mixture is to be weighed on platform weigh scales which shall be provided by the contractor and used in accordance with the provisions given in Article 8-3 (on page 22) of the standard specification. The scales shall be tested and certified by the State Sealer of Weights and Measures.

Maximum Temperature of Heated Aggregates:

The maximum temperature to which the aggregates are to be heated before mixing shall be 325 degrees Fahrenheit, instead of 350 degrees Fahrenheit as given in Table No. 8 on page 80 of the standard specification form.

Temperature Limits of Mix on Road:

The temperature at which the asphaltic concrete is deposited on the road shall range between 250 and 300 degrees Fahrenheit as ordered by the engineer, instead of between 230 and 300 degrees Fahrenheit as given in Table No. 8 on page 80 of the standard specification form.

Emulsified Asphalt Seal Coat

When specified in the foregoing mimeographed Special Provisions, the contractor shall apply a seal coat of emulsified asphalt and rock or gravel aggregate on the surface of the new asphaltic concrete pavement on the main highway roadbed and on such connecting roads and approach roads as are designated by the engineer.

Standard Specification to Apply:

The construction of the seal coat shall be performed in accordance with the standard specification for "Oil Mat Wearing Surface" as given in Section 26 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Width of Treatment:

The width of the seal coat shall be the same as the width of the asphaltic concrete pavement on which it is to be placed.

In general, the work shall be performed in separate strips of such width, and in such manner, that traffic will be permitted to flow freely alongside the section on which the seal coat is being applied.

Emulsified Asphalt:

Emulsified asphalt used in the work shall conform with the requirements for RS-1 quick-setting emulsified asphalt as given for that type in the Standard Specifications for Emulsified Asphalt, current A.A.S.H.O. Designation M140.

Kind, Quality and Size of Aggregates:

The aggregates to be furnished under this specification shall be furnished by the contractor and shall be clean rock or clean gravel which shall conform to the requirements set forth in the standard specification form, except as those requirements are supplemented and modified by the provisions which follow.

1. The aggregates may be either crushed or uncrushed material which, when subjected to the Standard Method of Test for Abrasion of Coarse Aggregate by Use of the Los Angeles Machine, current A.A.S.H.O. Designation T-96, shall show a percentage of wear not exceeding 25.

2. The materials to be used in the construction of the seal coat shall meet the following plasticity index requirements:

a. That part of the material which passes the No. 40 sieve, U. S. series (#40 - 0 size) shall be separated from the whole and its percentage of the whole, by weight, shall be determined.

b. That part of the material which passes the No. 40 sieve shall be subjected to the Standard Method of Calculating the Plasticity Index of Soils, current A.A.S.H.O. Designation T-91, and its plasticity index shall be determined.

When tested as above provided, the material to be furnished under the specification shall conform with the following requirements:

Percentage of #40 - 0 Size in Material To Be Furnished	Maximum Plasticity Index
0.1 to 3.0, inclusive	20
3.1 to 4.0, inclusive	15
4.1 to 5.0, inclusive	12
5.1 to 10.0, inclusive	6

Percentage of #40 - 0 Size in Material To Be Furnished	Maximum Plasticity Index
10.1 to 15.0, inclusive	4
15.1 to 20.0, inclusive	3
20.1 to 25.0, inclusive	2
Over 25	0

3. The size of aggregates shall be ¼" - #10. The aggregates shall be uniformly graded between the designated maximum and minimum sizes.

4. ¼" - #10 asphaltic concrete paving aggregates conforming with the requirements therefore as herein elsewhere set forth under the specification for "Asphaltic Concrete Pavement" will be acceptable for use.

Preparation of Base:

Immediately prior to placing the emulsified asphalt, the existing pavement surface shall be made free and clean of dirt, dust, clay or other objectionable matter by brooming or by other suitable means.

Details of Application:

After the pavement surface has been prepared as above specified, emulsified asphalt shall be uniformly applied at the rate of from 0.15 gallon to 0.25 gallon per square yard. The spread of asphalt shall be followed immediately with a spread of ¼" - #10 aggregate uniformly applied at a rate of from 0.003 to 0.007 cubic yard per square yard. The actual rates of application shall be as ordered by the engineer.

The aggregate shall be uniformly spread by means of a wire broom mounted on a blade grader, or by other suitable means that will bring about the desired result, after which it shall be thoroughly rolled.

Maintenance of Cover Material:

At such time after the spreading and rolling of the aggregate cover material as the engineer may designate, the contractor shall respread uniformly over the pavement surface such excess aggregate as comes to the sides of the pavement or forms thereon; and shall repeat this respreading operation once again, if so ordered by the engineer, after such interval of time as the engineer may designate.

Prior to acceptance of the work, the contractor shall remove all excess aggregate from the pavement surface, either by picking it up and disposing of it in a manner not unsatisfactory to the engineer, or where rock shoulders adjoin the pavement, by sweeping it onto the adjoining rock shoulder areas.

ADDITIONAL PROVISIONS
FOR
METAL GUARD RAIL

Design Details:

The general design of the constructed guard rail shall be as shown on accompanying drawing No. 2051.

The type of metal rail member to be furnished and used shall be optional with the contractor, provided it is in conformance with the general design requirements and the specifications which follow.

Unless alternate bids are called for, the kind of post to be furnished and used shall be either reinforced concrete or metal, as the contractor may elect. If alternate bids are called for, the kind of post to be furnished and used shall be (a) reinforced concrete or metal (contractor's option) or (b) treated timber, as the Highway Commission may determine at the time of awarding the contract. Posts shall conform with the general design requirements and the specifications which follow.

The rail member may be of a plate-type (less than 3 inches in depth, measured perpendicular to its width) or of a beam-type (3 inches or more in depth). Plate-type rail members may be attached directly to the posts by means of suitable rigid metal brackets or they may be supported 5 to 7 inches from the post on suitable resilient spring steel offset brackets. Beam type rail members which are designed to make contact with the post at their center and also within 1½ inches of their top and bottom edges (as installed) may be attached directly to the posts, otherwise they shall be attached to the posts in conjunction with suitable rigid metal brackets which shall provide such edge support.

The rail members, brackets, fittings, nuts, bolts, et cetera furnished for use shall be new materials, the products of recognized reputable manufacturers and intended for use in conjunction with one another.

The type of post and rail member used in the construction of the guard rail shall be uniform throughout the project.

Reinforced Concrete Posts:

Concrete posts shall be 8-inch diameter, round, precast, reinforced concrete posts.

The concrete of which the posts are composed shall be a uniformly sound, dense and homogeneous concrete produced by mixing together in proper proportions mineral aggregate, Portland cement and water.

Additional Provisions

for

Metal Guard Rail

The Portland cement used shall be Type I (standard) Portland cement conforming with the requirements for that type as given in the current Standard Specifications for Portland Cement, A.A.S.H.O. Designation M-85.

The mineral aggregate shall be clean, hard and durable sand and gravel or crushed rock.

When test cylinders of the concrete of which the posts are composed are tested in compression, after having aged for 28 days, they shall show ultimate compressive strengths not less than 4,000 pounds per square inch.

Reinforcement shall consist of wire meeting the requirements of the Standard Specifications for Cold-Drawn Steel Wire for Concrete Reinforcement, current A.A.S.H.O. Designation M-32.

The metal reinforcing in each post shall be a wire-mesh fabric of not less than 13 longitudinal wires, not smaller than No. 2 gauge, spaced at 2-inch centers, having a total cross-sectional area of not less than 0.75 square inches, and held firmly in position by welding to cross wires not smaller than No. 8 gauge. The wire-mesh fabric shall be placed parallel to and 1 inch from the outer surface of the post and shall be lapped for not less than 6 inches to provide a double thickness mat in at least one-third of its circumference. The reinforcing shall extend from the bottom of the post or from 1 inch above the bottom (manufacturer's option) to 1 inch from the top of the post. The location of the longitudinal wires shall not vary from that above specified by more than ¼ inch.

Each post shall be marked to positively identify the center of the heavier reinforced (roadway) face of the post by suitable means. Centered and tapered bolt holes, or centered and flattened areas for spring bracket attachments (if the post is to be so provided) will be acceptable identification. Tapered holes shall taper from 7/8 inch to 1-1/8 inch in diameter and shall have the larger opening on the roadway face of the post.

Each post shall have holes of sufficient number and at proper location to permit the proper attaching of the rail member or bracket intended for use therewith. If offset brackets are to be used as supports for the rail members, the posts shall be flattened at the place of attachment to provide firm and full bearing thereto, unless the brackets are shaped to fit the rounding of the post.

Additional Provisions

for

Metal Guard Rail

When the concrete of which the posts are made is tested for absorption of water, the absorption shall not exceed 9 per cent.

Each post shall be true in form and free from fractures, cracks, surface roughness and other defects. The surface of the concrete shall be dense and uniform in color and texture, and shall bear no indication of having been grouted or plastered.

Metal Posts:

Metal posts shall be either (a) 6" x 6" wide-flange beam, structural steel members weighing approximately 15.5 pounds per linear foot, or (b) 70-pound standard railroad rails; as the contractor may elect. New material will not be required, provided that the posts are straight, structurally sound and free from rust and scale. Each post shall be given one coat of a standard rust inhibitive primer prior to delivery at the site of the work.

Each metal post, either the 6" x 6" wide-flange beam-type or the railroad rail type, shall be provided with a steel bearing plate centered on and welded or bolted to the head of railroad rail posts and to the back flange of beam-type posts as installed.

Each metal end post shall be provided with an additional steel bearing plate welded or bolted transversely to the alignment of the guard rail as erected.

The steel bearing plates shall have a thickness of not less than $\frac{1}{4}$ inch and a surface area of not less than 120 square inches. The least dimension of their width or length shall be 10 inches and they shall be placed on the post with the greater dimension transverse to the longitudinal axis of the post. The tops of the bearing plates shall be 28 inches from the tops of the posts.

Each post shall be drilled to provide holes of proper size and at proper location to permit the attaching of the rail member or bracket intended for use therewith. The holes shall be in one flange of the beam-type post and in the base of the rail-type post and as near the center of the posts as is practicable. Unless the posts can be and are set accurately to grade and line after drilling. the drilling of holes shall be performed after the posts are installed.

Treated Timber Posts:

Treated timber posts shall be of Douglas Fir, Select Structural

Additional Provisions

for

Metal Guard Rail

Posts and Timbers grade (WCLA Rules), 8" x 8" square sawed, S4S. The top of each post shall be finished with a slope of 1 inch from the roadway face as installed. Each post shall have holes of sufficient number and at proper location to permit the proper attaching of the rail member or bracket intended for use therewith. After fabrication, each post shall be given an 8 pound empty cell treatment of creosote-petroleum complying with the requirements for "Preservative Treatments for Timber," Section 21, Division II of the specifications and Contract Agreement for Highway Bridge Construction.

Rail Members and Fittings:

The rail members shall be of steel, fabricated and shaped into beams or plates having a width (vertical projection when in place) of not less than 12 inches nor more than 14 inches. Brackets, bolts and other fittings required in conjunction with the installing of the rail member shall be of steel and of proper design for use with the type of rail member to be used on the project.

Where plate-type rail members with resilient spring steel offset brackets are used, the brackets shall have full bearing over an area of not less than 20 square inches where attached to the posts.

The rail member, brackets, bolts and other fittings shall meet the following requirements:

1. Prior to use, samples of the type and kind of rail member, brackets and fastenings intended for use shall be furnished the State for qualifying tests and will be tested by the State as follows:

(a) Three standard lengths of rail members shall be fastened together according to the manufacturer's specifications. Each end of the middle panel thus formed shall be mounted upon a rigid bearing in the manner and by the same means as is prescribed by the manufacturer for attaching the rail member to upright supports in the field. The outer ends of this rail assembly shall be fastened into rigid anchorages with connections designed to have greater tensile strength than the standard connections. The anchorages shall be so located that the rail assembly will be in a straight line at the start of the test.

(b) A force shall be applied at the center of the middle panel at right angles to the roadway face of the rail member. Sufficient force shall be applied to cause successive increments of deflection not greater than 1 inch. The amount of force being applied shall be measured at each increment of deflection until some part of the rail assembly fails or until sufficient force has been applied to prove the ability of the rail member and fittings to meet the requirements of paragraph No. 2 which follows. From these measurements of force and deflection distance, the energy, in foot-pounds, absorbed by the rail member shall be computed.

2. A rail member and its brackets and fastenings shall be accredited for use under this specification if, when tested as above provided the rail member assembly absorbs not less than 12,000 foot-pounds of energy, does so at an average rate of not more than 1,000 foot-pounds per inch of deflection for the first 12 inches of deflection, and absorbs at least 12,000 foot-pounds of energy without more than 16 inches of deflection.

3. All rail members, brackets and fastenings submitted for qualifying tests shall be accompanied by drawings showing every dimension and detail governing their manufacture and recommended installation.

4. Types and kinds of rail members, brackets and fastenings which have been accredited for use under this specification shall be subjected prior to their actual use (a) to a visual inspection to determine that the dimensions and workmanship are the same as for those tested, and (b) to a suitable test or tests (such as a tension test on specimens of the material) to determine that the material is a duplicate of that used in the qualifying test. Material shall be considered duplicated when the results of the test or tests fall within the tolerances permitted by the current A.S.T.M. specifications for whatever material is used.

5. The rail members and brackets shall be clean and shall be given one shop coat of a standard rust inhibitive primer prior to delivery at the site of the work. Bolts, nuts and washers shall be galvanized by the Hot Dip Process.

Tested and Acceptable Guard Rail Members:

Guard rail members, brackets and fastenings which have been tested and found to conform with the requirements of these specifications are identified and set forth in the special provisions.

Additional Provisions

for

Metal Guard Rail

Erection Details:

The erection of the guard rail shall be in accordance with recognized practice for the type furnished and as recommended by the manufacturer, except as otherwise set forth in these specifications.

Post holes shall be excavated to the lines and grades established by the engineer and to the depths called for by the plans. No posts shall be set until the lines and grades of the holes have been checked by the engineer. After the posts are properly set, the holes shall be backfilled to within a few inches of final ground surface, the backfilling material being solidly compacted as it is placed.

Metal posts may be set by driving, when practicable, provided they are thus installed to vertical position, true to line and grade. The flange of the metal beam-type post and the base of the railroad rail type post shall face the roadway and shall be the respective faces to which the rail member or its support bracket is to be attached.

Intermediate metal posts shall be set with the bearing plate on the "off-roadway" side.

The rail members shall be erected with a smooth roadway face free from protrusions which would constitute a hazard to vehicles in moving contact therewith. Provision for expansion and contraction shall be made. In no case shall the top of posts extend above the top of the rail members.

Each end of each continuous installation shall be finished with a standard rail member end piece, or in lieu thereof the rail member shall be turned back on a smooth curve so that its end will project a minumum of 7 inches back of the front face of the rail and ending not less than 18 inches beyond the center of the end post.

Painting Metal Surfaces:

The surfaces of metal posts, rail members and brackets from which the primer coat has been removed by handling or by erection shall be repainted with one coat of a standard rust inhibitive primer.

All exposed surfaces of erected metal posts, rail members, brackets and fastenings shall be given two coats of a special white, alkyd type, paint for metal surfaces. The paint to be furnished and used shall be the Oregon State Highway Commission's Formula 320 - White

Additional Provisions

for

Metal Guard Rail

Alkyd - Exterior Paint for Metal Guard Rail, Gloss Finish. Copies of the formula and specifications for this paint will be furnished upon request to the Commission's Materials Engineer at Salem, Oregon.

All painting shall be done in accordance with best painting practice. No paint shall be applied on damp, dusty or unclean surfaces, and no painting shall be done during rainy weather. No coat of paint shall be applied over a preceding coat until the preceding coat is entirely dry and not within 3 days of the preceding application unless otherwise authorized by the engineer.

Painting Concrete Posts:

After the posts are set in final position, the exposed surface of each concrete post shall be painted one coat with one of the following: (a) a mixture of 85 per cent Portland cement and 15 per cent hydrated line with sufficient water to give a creamy consistency, or (b) a white colored cement water paint conforming with Federal Specification TT-P21, Class A, Type 2; Cement Water Paint.

Painting Treated Timber Posts Not Required:

The painting of treated timber posts will not be required. The exposed surfaces, after installation shall be free and clean of mud, dirt or other extraneous matter.

Finishing of Construction:

After the painting is completed and the paint has dried, the guard rail members and fittings shall be finally adjusted, and the backfilling of post holes shall be completed to the ground surface. The site of the work shall then be cleaned up, all excess excavated materials and all construction debris being disposed of in a manner satisfactory to the engineer.

Workmanship:

Only high-grade workmanship will be accepted. All joints shall be accurately fitted, and the completed guard rail shall be true to the lines and grades to which it was ordered by the engineer to be constructed.

ADDITIONAL SPECIAL PROVISIONS

Issue of June 1, 1951

Predetermined Minimum Wages

The minimum wage rates which the contractor shall pay labor employed on this contract are as follows:

SKILLED LABOR

ONE DOLLAR AND FORTY CENTS ($1.40) per hour.

Typical examples of skilled labor positions include:

- Asphalt plant engineer.
- Blacksmith.
- Blade grader operator.
- Bricklayer.
- Bulldozer or angledozer operator. (over 60 h. p.).
- *Carpenter.
- Crane operator.
- Crusher operator.
- Drag-line operator (shovel type).
- Dredge runner.
- Drill dresser.
- Elevating grade operator.
- Powder man (heavy rock).
- Power shovel operator.
- Reinforcing steel setter and tiers (bridge and structures).
- Rigger.
- Riveter and bucker.
- Rivet heater.
- Euclid operator (or comparable type).
- Formsetter, head or master (high type pavements).
- Hoist operator (2 or more active drums).
- Lawn sprinkler installer.
- Master finisher (pavement and structures).
- Mechanic.
- Mixer operator (5-bag mixer or larger).
- Painter.
- Paver operator.
- Pile driver operator (including lead man and holder).
- Roller operator (finishing high type pavement surfaces).
- Scraper operator (Le Tourneau and comparable types).
- Stone mason.
- Structural steel worker.
- Tractor operator (over 60 h. p.).
- Waterproofers (bridge work).

INTERMEDIATE GRADE LABOR, GROUP 1

ONE DOLLAR AND THIRTY CENTS ($1.30) per hour.

Typical examples of intermediate grade labor, group 1, positions include:

- Asphalt plant drier or head fireman.
- Bulldozer and angledozer operator (60 h. p. or less).
- Compressor operator.
- Distributor driver.
- Distributor operator.
- Faller or bucker (heavy timber).
- Finishing machine operator (concrete or asphalt).
- Fireman (steam shovel or head fireman on asphalt plant or dredge).
- Hoist operator (single drum).
- Hand float operator.
- Jackhammer operator.
- Jetting machine operator.
- Mixer operator (machine less than 5-bag rated capacity).
- Powder man (miscellaneous work, including light solid rock).
- Raker (asphalt).
- Roller operator.
- Screening and/or washing plant operator.
- Tractor operator (40 to 60 h. p.).
- Trenching machine operator.
- Truck driver (8 or more cu. yds. mfr's. rated capacity).
- Wagon drill operator.

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* Rough carpenter work on camp buildings, bunkers and other temporary structures (not including forms, falsework and scaffolds for permanent structures) may be performed by unskilled or intermediate grade laborers of classifications other than carpenters, at unskilled or intermediate grade wages.

INTERMEDIATE GRADE LABOR, GROUP 2

ONE DOLLAR AND FIFTEEN CENTS ($1.15) per hour.

Typical examples of intermediate grade labor, group 2, positions include:

- Baker.
- Blacksmith's helper.
- Churn drill operator.
- Cook.
- Deckhand.
- Dumper (wagon, truck, etc.).
- Finisher's assistant (concrete pavement and structures).
- Formsetter's helper.
- Gardener.
- Grease monkey (heavy equipment).
- Joint and lipcurb finisher (finisher's assistant).
- Launchman.
- Mechanic's helper.
- Oiler (power shovel, cranes, draglines, crushers).
- Pipe layer (culvert and drain pipe).
- Plow holder (4-up or more).
- Powder monkey (helper).
- Powerbroom man.
- Pump man.
- Sloper (layout man).
- Spreader box man (asphalt, stone or gravel).
- Teamster (4-up or more).
- Tractor operator (less than 40 h. p. but not less than 20 h. p.).
- Tree pruner or mover.
- Truck driver (less than 8 cu. yds. but more than 1½ tons mfr's. rated capacity).
- Tunnel mucker.
- Vibrator operator.
- Assistant lawn-sprinkler installer.

UNSKILLED LABOR

ONE DOLLAR ($1.00) per hour.

Typical examples of unskilled labor positions include:

- Asphalt loader and shoveler.
- Asphalt plant miscellaneous labor.
- Axeman.
- Boatman.
- Burlapman.
- Cement handler.
- Cook's helper.
- Shoveler (concrete).
- Driver, team (on mormon, slip, wheeler, wagon, etc.).
- Flagman.
- Guard.
- Joint filling laborer.
- Labor, miscellaneous, unskilled.
- Lamp lighter.
- Pitman.
- Sloper.
- Sprinkler laborer (concrete pavement).
- Stone mason's helper.
- Spader (concrete work).
- Subgrade laborer (hand tools).
- Teamster, 2-line (mormon, fresno, wheeler, wagon, etc.).
- Tractor operator (less than 20 h. p.).
- Truck driver (1½ tons or less mfr's. rated capacity).
- Tree pruner's helper.
- Waiter.
- Water boy.
- Watchman.
- Yardman.

Position not listed above should be allocated in accordance with definitions which appear in the printed "Additional Contract Provisions" applicable to federal aid projects, as interpreted in the light of the above lists.

Labor To Be Paid on Hourly Rate Basis

No person shall be employed on the work as a laborer on any basis other than a fixed rate per hour. Employment of labor on any kind of a piece work or unit of production basis will not be permitted.

Hours of Employment

The hours of employment for labor and the rates of pay for overtime employment shall be in conformance with the requirements of state and federal laws and regulations.

Teams, Trucks and Other Equipment

Teams, trucks and other equipment shall not be hired or rented at wages or rates including the wages of drivers or operators. The wages of drivers and operators shall in all cases be paid separately from the wages or rentals paid for teams, trucks and other equipment.

Upon request of the engineer, the contractor shall provide full information and copies of all agreements pertaining to the employment or rental of, and the basis of payment for, any teams or equipment engaged in any way in connection with the performance of work to be done under the contract. Oral agreements shall be reduced to writing if the engineer so requests.

Equipment Operators To Be Paid for Servicing Equipment

Where operators of equipment are required to grease, adjust, repair or otherwise service the equipment which they operate, the time required for such work shall be considered a part of the working time and shall be paid for the same as other working time. The operator shall not be required to perform such work on his own time.

Submission of Forms and Affidavits

For the records of the engineer and the Highway Commission, additional copies of payroll statements shall be delivered to the engineer. Two additional copies of form PR-100 and four additional copies of form PR-200, together with the single copies of those forms and the single copy of the payroll affidavit required by the elsewhere herein given federal requirements, "Additional Contract Provisions," shall be delivered to the engineer before the end of the week following the week covered by the forms and affidavit.

Penalties for Violation of Employment Provisions

For violation of any of the requirements relating to employment of labor, the contractor will be liable to prosecution under federal and state laws.

Violation of any of the provisions of this contract relating to employment of labor and to submission of copies of pay rolls and affidavits will constitute cause for withholding payments to the contractor until satisfactory adjustment of the matters concerned is effected.

Industrial Accident Insurance

The contractor shall provide industrial accident insurance protection for all persons employed on the work to be done under this contract. This insurance protection shall be carried with the Industrial Accident Commission of the State of Oregon in so far as such protection is available from that Commission. Employees for whom protection is not available from that Commission, due to employment on navigable streams or to other cause, shall be adequately protected by industrial accident insurance carried with a reliable insurance company or agency licensed to do business in Oregon, from which the protection is available.

Trucks To Be Licensed in Oregon

All trucks engaged in the work to be done under this contract shall be licensed in the State of Oregon.

Renting of Equipment from Counties or Cities Not Permitted

As federal regulations do not permit use of federal funds in payment of rentals on equipment owned by a state, county or a municipality, the contractor shall, if he rents any equipment from a state, a county or a municipality, and uses the same on the work to be done under this contract, pay to the State Highway Commission an amount equal to the amount paid as rental to the state, county and/or municipality owning the equipment.

Procedure To Be Followed by Contractor in Obtaining Exemptions Under Federal Transportation Tax Act

Under the federal act which imposes a tax of three per cent on amounts paid for transportation of property by motor vehicle, rail, water or air, exemption from payment of the tax is allowed where property is transported to or from the government of a state or other political subdivision, or an agency or instrumentality thereof, and the shipping papers show the consignor or consignee to be such an organization.

A recent ruling of the Internal Revenue Service is to the effect that this exemption applies to shipments of materials used in construction work paid for by the State provided the shipments are, with proper authority, consigned from or to the State or an agency thereof.

In view of this situation and in order that the State may benefit from the exemption thereby allowed, the State Highway Commission hereby authorizes the contractor to whom this contract is awarded to have all shipments of materials destined to enter into the work covered by the contract and to become the property of the State, consigned to the Oregon State Highway Commission in care of the contractor, and to claim exemption from the transportation tax that would otherwise be imposed on such shipments.

This authority is granted to the contractor by the Highway Commission with the understanding that the saving to be made by the exercise of this exemption privilege will be reflected in the prices bid for the contract work and will in that manner accrue to the benefit of the State and other governmental agencies by which funds for the work are contributed.

Exemption from the transportation tax does not apply to shipments of fuel, lubricants, spare parts, equipment, plant, consumable supplies, construction forms, form lumber or other items which do not become a part of the completed work or which do not become the property of the State, and the contractor is not, by these provisions, authorized to use the name of the Oregon State Highway Commission or the State of Oregon in the consignment of shipments of such items.

The contractor is cautioned that any misuse of the authority hereby granted, wherein shipments not eligible for exemption hereunder are consigned to the State Highway Commission, thereby wrongfully relieving the contractor of an obligation to pay a transportation tax, is a violation of federal law, subject to punishment as prescribed therein.

Alterations in Details of Construction

It is understood and agreed that the provisions set forth in Article 8-10 on page 25 of the standard specification form, which provisions have to do with alterations in details of construction, are hereby declared null and void, and that in lieu thereof the following provisions herein given shall be understood to apply to the work to be done under this contract.

The State reserves the right to make, at any time during the progress of the work, such increases or decreases in quantities and such alterations in the details of construction, including alterations in the grade or alignment of the road or structure or both, as may be found to be expedient or desirable. Such increases or decreases and alterations shall not invalidate the contract nor release the surety, and the contractor agrees to accept the work as altered, the same as if it had been a part of the original contract. It shall be understood that a supplemental agreement in writing with the contractor will be necessary when alterations involve an increase or a decrease amounting to more than 25 per cent of the total cost of the work calculated from the original proposal quantities and the contract unit prices.

With respect to alterations and increases or decreases amounting to less than 25 per cent, it is understood and agreed that unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof, the altered work shall be paid for at the same unit prices as other parts of the work. If, however, the character of the work or the unit costs thereof are materially changed, an allowance shall be made on such basis as may have been agreed to in advance of the performance of the work, or in case no such basis has been previously agreed upon, then an allowance shall be made, either for or against the contractor, in such amount as the engineer may determine to be fair and equitable.

No claim shall be made by the contractor for any loss of anticipated profits because of any such alteration, or by reason of any variation between the approximate quantities and the quantities of work as done.

Safeguarding of Quarry and Pit Excavations

If, in the opinion of the engineer, any borrow pit, gravel pit, quarry excavation or excavation of like nature, made by the contractor on land owned or otherwise controlled by the State, the Federal Government or a county, is of such nature as to be a possible cause of injury, damage or loss to persons or animals, the contractor shall by leveling, sloping, filling, excavating, barricading and/or fencing remove the elements of danger or provide protection which will eliminate occasion for injury, damage or loss of the kind mentioned.

When leveling, sloping, filling, excavating, barricading and/or fencing is done, the engineer shall be the judge as to the adequacy of the work in removing the elements of danger and in providing the protection desired, and the requirements of the contract shall not be considered satisfied until the work here referred to has been done to the satisfaction of the engineer.

Fences and barricades shall be of substantial construction and of good appearance. Materials and workmanship used in their construction shall be of good quality. Gates of suitable design shall be provided where it is expected that the State's maintenance forces will need access to the pits or excavations.

Payment for the leveling, sloping, filling, excavating, barricading, fencing and other work above specified shall be understood to be included in the payments to be made for the item or items of the contract in connection with which the pits or excavations are made. No separate or additional payment will be made for it.

Muddying of Streams

In the conduct of the work to be done under this contract, the contractor shall exercise the greatest possible degree of care to avoid the roiling "or muddying up" of streams either by disturbance of the stream bed or stream banks or by the flushing or depositing therein of foreign materials or earthy matter. Where the character and the use of the stream warrants, and where such a procedure is practicable, the contractor shall construct suitable settling basins for clarification of water used by him and made muddy by the washing of gravel or rock.

The contractor shall also be held to strict compliance with any and all State statutes covering the fouling or pollution of the waterways of the State.

Convenience of Residents

The contractor shall conduct the work with the view of causing a minimum of inconvenience to traffic on intersecting and connecting roads and to persons conducting commercial enterprises or residing along the route of the improvement.

Entrances to residences, garages, service stations, business places, farms and orchards; and driveways and roadways of all kinds shall not be blocked for more than a few hours, if at all.

Satisfactory means of ingress and egress for persons residing or having occasion to transact business along the route of the improvement shall be maintained at all times.

Signs To Be Standard Designs

The signs to be furnished and used by the contractor in directing, controlling and safeguarding traffic shall conform with the standard sign designs of the State Highway Department, copies of which sign designs will be furnished the contractor upon request.

The signs may be purchased from the State Highway Department if the contractor so desires.

Portland Cement

Unless otherwise specified in the foregoing typewritten and/or mimeographed special provisions, the cement to be used in the Portland cement concrete furnished under this contract shall be Type I (standard) Portland cement conforming with the requirements for that type as given in the current A. A. S. H. O. Standard Specifications for Portland Cement, A. A. S. H. O. Designation M-85.

When so specified in the foregoing typewritten and/or mimeographed special provisions, the cement to be used in the Portland cement concrete furnished under this contract shall be Type II (moderate-heat-of-hydration) Portland cement conforming with the requirements for that type as given in the current A. A. S. H. O. Standard Specification for Portland Cement, A. A. S. H. O. Designation M-85, with the exception that the total alkali content, when determined as the mixed sulphates of sodium and potassium and calculated to sodium oxide, shall not be greater than 0.6 of one per cent.

The cement shall be tested for compressive strength as well as for tensile strength.

Coarse Aggregate for Concrete

The coarse aggregate for Portland cement concrete shall conform with the requirements given in Articles 31-5 and 45-6 of the standard specification form, except that the aggregates, when subjected to the Standard Los Angeles Abrasion Test of Coarse Aggregate (A. A. S. H. O. Method T-96), shall show a percentage of wear not exceeding 25.

Strength Requirement for Combined Aggregates in Concrete To Be Waived

The provisions given in Articles 31-6 and 45-7 of the standard specification form, which refer to the strength requirement for fine and coarse aggregates when combined in a concrete mix, shall be understood to be waived and non-operative under this contract.

Air Entraining Agent

When specified in the foregoing typewritten and/or mimeographed special provisions, an air entraining agent shall be furnished and added by the contractor to the Portland cement concrete used in the work.

The agent furnished shall be "Commercial Vinsol Resin" as manufactured by the Hercules Powder Company, "Darex" as manufactured by the Dewey and Almy Company, "Protex" as manufactured by the Autolene Company of Denver, "Ayr-Trap" as manufactured by the A. C. Horn Company, or other approved agent. The use of cement containing an interground air entraining agent will not be permitted.

If necessary, in order to insure the incorporation of the air entraining agent in economically handled and accurately measured quantities, the contractor shall mix the air entraining agent with water in a suitable container to provide a satisfactory dilute solution. It is recommended that any such prepared solution be of such dilution that the volume to be added to a batch of concrete be not less than one quart.

The air entraining agent shall be incorporated into the mix at the same time and while the water for the mix is being added.

The contractor shall provide at his own expense all equipment, accessories and labor necessary to store the air entraining agent, to mix solutions as required, to accurately measure the quantity to be added to each batch of concrete, and to incorporate the air entraining agent into the concrete mix in accordance with the above provisions.

The quantity of air entraining agent incorporated in the mix shall be such that the air content of the concrete shall be between the limits of 4 to 6 per cent.

Vibration of Concrete

When specified in the foregoing typewritten and/or mimeographed special provisions, the Portland cement concrete used in the work shall be compacted by mechanical internal vibration as follows:

The vibrators shall be of a type and design approved by the engineer and shall be capable of transmitting vibration to the concrete at frequencies of not less than 4,500 impulses per minute. The intensity of vibration shall be such as to visibly affect a mass of concrete of 1-inch slump over a radius of at least 18 inches.

The contractor shall provide and use a sufficient number of vibrators to properly compact each batch of concrete immediately after it is placed in the forms. Vibrators shall be manipulated so as to thoroughly work the concrete around reinforcement and embedded fixtures and into the corners and angles of forms. Vibration shall be applied at the point of deposit and in the area of freshly deposited concrete. The vibrators shall be inserted and withdrawn slowly. The vibration shall be of sufficient duration and intensity to thoroughly compact the concrete, but shall not be continued so as to cause segregation or to form localized areas of grout. Application of vibrators shall be at points uniformly spaced and not farther apart than twice the radius over which the vibration is visibly effective.

The vibration of concrete in bridge structures shall be performed in accordance with the requirements given in the standard bridge specification form.

Determination of Sizes of Materials for Oiling Aggregates and Stockpiling

Contrary to all conflicting provisions that may appear elsewhere in the special provisions or in the standard specifications applicable to this contract, the sizes of crushed materials to be furnished for use in oil mat or bituminous macadam wearing surfaces, or to be furnished in stockpiles shall, except as hereinafter otherwise specified, be determined by means of laboratory screens having ROUND OPENINGS. Wherever it is indicated that a crushed material is to pass a screen of a given size or is to be retained on a screen of a given size, or that a certain percentage is to pass a screen of a given size or is to be retained on a screen of a given size, it shall be understood (except in the case of the ¼-inch or smaller size screen) that the screen referred to is a laboratory screen having ROUND OPENINGS of the size specified or indicated. Only in the case of the ¼-inch or smaller size of screen is the screen to be a screen having square openings.

Plasticity Index Requirements

When specified in the foregoing typewritten and/or mimeographed special provisions, the material to be furnished under the specification shall be tested as follows:

1. That part of the material which passes the No. 40 sieve, U. S. series (#40—0 size) shall be separated from the whole and its percentage of the whole, by weight, shall be determined.

2. That part of the material which passes the No. 40 sieve shall be subjected to the Standard Method of Calculating the Plasticity Index of Soils, current A. A. S. H. O. Designation T-91, and its plasticity index shall be determined.

When tested as above provided, the material to be furnished under the specification shall conform with the following requirements:

Percentage of #40-0 Size in Material To Be Furnished	Maximum Plasticity Index
0.1 to 3.0, inclusive	20
3.1 to 4.0, inclusive	15
4.1 to 5.0, inclusive	12
5.1 to 10.0, inclusive	6
10.1 to 15.0, inclusive	4
15.1 to 20.0, inclusive	3
20.1 to 25.0, inclusive	2
Over 25	0

Disposition of Screen Rejections

When specified in the foregoing typewritten and/or mimeographed special provisions, the following provisions shall be applicable to this contract:

(a) Screen rejections and other by-products of the crushing and screening operations shall be subject to disposition as "stockpiled material" in accordance with the applicable provisions given in Articles 17-16, 18-17, 19-17, 22-15 or 23-15, of the standard specification form, except that when any of said materials are loaded, hauled and placed in stockpiles, payment for the part of the haul that is in excess of one-half mile will be made at the price bid per yard mile for the hauling of the materials, or, in case there is no such bid price, at a price of $0.12 per yard mile instead of $0.08 as stated in the standard specification form.

(b) Screen rejections and other by-products of the crushing and screening operations shall be subject to disposition and incorporation in the work as "Filler," or in a manner other than as filler, such as leveling courses, smoothing courses, or surfacings on the project, as ordered by the engineer. When so used, the said materials shall be incorporated in the work as directed by the engineer, and will be paid for in accordance with the three numbered paragraphs which follow.

1. Payment for the loading, hauling ½ mile and incorporating of the materials in the work as specified will be made at the price of $0.25 per cubic yard, the pay item designation to be "Screen Rejections on Road."

2. Payment for that part of the hauling of the materials incorporated in the work as is in excess of ½ mile will be made at the price of $0.12 per yard mile, the pay item designation to be Hauling Screen Rejections on Road."

3. In the determination of net pay haul quantities of the item "Hauling Screen Rejections on Road;" the overall haul distance will be measured from the points of loading to the places of deposit (along the shortest practicable hauling route) in half-mile units, fractional half-miles being allowed for as full half-miles. The volumes of materials placed on the road as specified, both as a basis for determining the pay quantities of "Screen Rejections on Road" and the pay quantities of "Hauling Screen Rejections on Road" will be measured in the trucks or other conveyances at the points at which the materials are deposited on the road.

Adjustment of Public Utilities

Such gas lines, telephone lines, power lines, water pipe lines and other like facilities owned by public utility corporations as must be raised, lowered, moved or reinstalled will be raised, lowered, moved or reinstalled by the owners thereof.

The contractor will be required to cooperate with others by whom the above-described work is to be performed and shall coordinate his activities with theirs in the most helpful manner possible. He shall give the parties by whom the work is to be performed adequate notice of his needs, and shall allow them reasonable time for the performance of their work.

STATE PRINTING DEPT.

ADDITIONAL CONTRACT PROVISIONS

Applicable to Projects Financed in Whole or in Part With Federal-aid Primary Funds, Federal-aid Secondary Funds and Federal-aid Urban Funds

Issue of July 15, 1948

FEDERAL REQUIREMENTS PERTAINING TO EMPLOYMENT OF LABOR SUBCONTRACTING, ET CETERA

Application

These contract provisions shall apply to all work performed on the contract by the contractor with his own organization and with the assistance of workmen under his immediate superintendence and to all work performed on the contract by piece work, station work or by subcontract.

Employment Lists; Labor Selection; Nondiscrimination

A local public employment agency will be designated by the State to prepare the employment lists for the project. At or prior to contract award, the contractor will be advised of the exact designation and location of the agency selected for this purpose, and the name and location of such agency shall be inserted in the contract.

All qualified unskilled labor shall be employed insofar as possible from lists furnished the contractor by the employment agency designated in the contract. The contractor may avail himself of the services of the employment agency for obtaining labor of the intermediate and skilled grade.

In the performance of his contract, the contractor shall not discriminate against any worker because of race, creed, color, or national origin.

Classification of Employees

All employees on this project shall be classified as (1) Executive or Administrative, (2) Skilled, (3) Intermediate grade or (4) Unskilled labor. The following definitions shall govern with respect to these classifications:

(1) EXECUTIVE OR ADMINISTRATIVE:

Executive employee shall mean any employee (a) whose primary duty consists of the management of the establishment in which he is employed or of a customarily recognized department or subdivision thereof, and (b) who customarily and regularly directs the work of other employees therein, and (c) who has the authority to hire or fire other employees or whose suggestions and recommendations as to the hiring and firing and as to the advancement and promotion or any other change of status of other employees will be given particular weight, and (d) who customarily and regularly exercises discretionary powers, and (e) who is compensated for his services on a salary basis at not less than $30 per week (exclusive of board, lodging, or other facilities), and (f) whose hours of work of the same nature as that performed by skilled, intermediate grade, or unskilled labor do not exceed 20 per cent of the number of hours worked in the work week by the skilled, intermediate grade, or unskilled labor under his direction; provided that this subsection (f) shall not apply in the case of an employee who is in sole charge of an independent establishment or a physically separated branch establishment.

Administrative employee shall mean any employee (a) who is compensated for his service on a salary or fee basis at a rate of not less than $200 per month (exclusive of board, lodging, or other facilities), and (b) (1) who regularly and directly assists an executive or another administrative employee where such assistance is nonmanual in nature and requires the exercise of discretion and independent judgment; or (b) (2) who performs under only general supervision responsible nonmanual office or field work, directly related to management policies or general business operations, along specialized or technical lines requiring special training, experience, or knowledge, and which requires the exercise of discretion and independent judgment; or (b) (3) whose work involves the execution under only general supervision of special nonmanual assignments and tasks directly related to management policies or general business operations involving the exercise of discretion and independent judgment.

The foregoing definitions are identical with those adopted by the Secretary of Labor under the Fair Labor Standards Act as will appear by reference to the Code of Federal Regulations, Cumulative Supplement, Title 29, Sec. 541.1-2.

(2) SKILLED:

Skilled labor shall include the operators of complex, heavy power equipment and skilled craftsmen of the journeyman grade.

(3) INTERMEDIATE GRADE:

(a) Operators of power equipment except:
    Complex, heavy power equipment
    Trucks of 1½ tons or less (manufacturer's rated capacity)
    Tractors of less than 20 horsepower (manufacturer's rated capacity)
    Passenger cars
(b) Persons performing any other labor which requires considerable training and experience.

(4) UNSKILLED:

Unskilled labor shall include

(a) Operator of trucks of 1½ tons or less (manufacturer's rated capacity), operators of tractors of less than 20 horsepower (manufacturer's rated capacity), and operators of passenger cars.
(b) Helpers to journeyman craftsmen and all other labor which requires no special skill or experience or the exercise of discretion and independent judgment .

Payment of Predetermined Minimum Wages

These contract provisions are supplemented elsewhere in the contract by special provisions which set forth certain predetermined minimum wage rates. The contractor shall pay not less than these rates.

Affidavits and Pay Rolls

The regulations of the Secretary of Labor, under the "Kickback" Act of June 13, 1934 (48 Stat. 948), are hereby made a part of the contract. Any questions conerning the coverage of the regulations, including questions concerning the preservation of weekly pay roll records for a three-year period, as hereinafter required, shall be addressed to the Secretary of Labor.

In accordance with the "Kickback" Act and regulations, each week the contractor and each subcontractor shall furnish to the resident engineer a sworn affidavit, with respect to the wages paid during the preceding weekly pay roll period, in the form prescribed by the regulations as follows:

State of ——————————

County of ——————————

I, —————————— (name of party signing affidavit (—————— (title), being duly sworn, do depose and say: That I pay or supervise the payment of the persons employed by —————— (contractor or subcontractor) on the —————— (building or work); that during the pay roll period commencing on the ———— day of ——————, 19—— and ending the ————day of ——————, 19——, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said —————— (contractor or subcontractor) from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full weekly wages earned by any person, other than permissible deductions, as defined in the Regulations under the "Kickback" Act (48 Stat. 948) and described below:

(Paragraph describing deductions, if any.)

——————————————
(Signature and title)

Sworn to before me this ———— day of ——————, 19——.

The weekly affivadit prepared by the contractor or subcontractor shall be accompanied by a summary statement, with respect to employment, indicating for the pay roll period covered the total number of employees, the total hours worked, and the total amount earned. This statement shall also include the accumulated totals for the total hours worked and the total amount earned. This information shall be submitted on Farm PR-100, which will be furnished for this purpose upon request, or upon any other form which provides for reporting identical information.

In addition to the weekly affidavit and accompanying summary statement, for the pay roll periods nearest to January 15, April 15, July 15 and October 15, the contractor and each subcontractor shall furnish a summary statement with respect to employment, broken down, however, into the four classifications enumerated in Section III hereof. Such summary statement shall indicate for the pay roll period covered the total number of employees, the total hours worked, and the total amount earned for each of the four classifications, and totals for the four classifications combined which latter shall be in agreement with corresponding totals shown on the weekly summary statement, Form PR-100. The quarterly summary statement data shall be submitted on Form PR-200, which will be furnished for this purpose upon request, or upon any other form which provides for reporting identical information.

The submission by the contractor of pay rolls, or copies thereof, is not required. However, in accordance with the "Kickback" regulations referred to above, each contractor or subcontractor shall preserve his weekly pay roll records for a period of three years from the date of completion of his contract. The pay roll records shall set out accurately and completely the name, occupation and hourly wage rate of each employee, hours worked by him during the pay roll period, the full weekly wages earned by him, and deductions made from such weekly wages, and the actual weekly wages paid to him. Such pay roll records shall be made available at all times for inspection by the contracting officer or his authorized representative.

The filing of weekly affidavits with the resident engineer on a project shall be considered compliance with the regulations for filing such documents.

The time books of the contractor and subcontractors shall be open to the inspection of the engineers at any time.

The wages of labor shall be paid in legal tender of the United States, except that this condition will be considered satisfied if payment is made by a negotiable check, on a solvent bank, which may be cashed readily by the employee in the local community for the full amount, without discount or collection charges of any kind. Where checks are used for payment, the contractor shall make all necessary arrangements for them to be cashed and shall give information regarding such arrangements.

No fee of any kind shall be asked or accepted by the contractor or any of his agents from any person as a condition of employment on the project.

No labor shall be charged for any tools used in performing their respective duties except for reasonably avoidable loss or damage thereto.

Every employee on the work covered by this contract shall be permitted to lodge, board and trade where and with whom he elects and neither the contractor nor his agents, nor his employees shall directly or indirectly require as a condition of employment that an employee shall lodge, board or trade at a particular place or with a particular person.

No charge shall be made for any transportation furnished by the contractor or his agents to any person employed on the work.

No individual shall be employed as a laborer on this contract except on a wage basis, but this shall not be construed to prohibit the rental of teams, trucks or other equipment from individuals. No such rental agreement, or any charges for feed, gasoline, supplies, or repairs on account of such agreement, shall cause any deduction from the wages accruing to any employee except as authorized by the regulations hereinbefore cited.

Record of Materials and Supplies

The contractor shall maintain a record of the total cost of all materials purchased for and incorporated in the work and also of the quantities and costs of the specific materials and supplies purchased for the project, as listed below. Upon completion of the contract, this record shall be submitted to the resident engineer. The listed items shall be reported in the units shown and a separate report will be made of these materials and supplies used on structures over 20 feet long. The total cost of all materials and the total cost of each of the listed items of materials and supplies will be reported to the nearest dollars.

1. Cement: All cements used, whether standard, natural, high-early-strength, or other special types, shall be reported in barrels.

2. Aggregates (Commercial): This item shall include only those aggregates (sand, gravel, and crushed stone or rock) which the contractor purchases from commercial producers and shall be reported in cubic yards. Aggregates locally produced shall be reported under Item No. 15.

3. Bituminous Materials: All bituminous materials purchased by the contractor shall be reported in gallons. This item shall include all liquid asphaltic materials such as S.C., M.C., R.C., and emulsions and all asphaltic cements and tars. All petroleum fuels, lubricating oils and grease shall be reported under Item No. 9, Petroleum Products.

4. Lumber: This item shall include all lumber used for forms or falsework, bridge timbers, floor planks, guard rail, fences, and any other forest products, except timber piling, and shall be reported in thousand board feet.

5. Timber Piling: This item shall be reported in linear feet.

6. Metal Culvert Pipe: This item shall include both cast iron and corrugated metal pipe, and while these items usually appear in linear feet of various diameters, for this report the item shall be converted to pounds.

7. Reinforcing Steel: This item shall be reported in pounds and shall include all steel used as reinforcing in concrete, whether paving, structural, or other.

8. Structural Steel: This item shall be reported in pounds, and shall include all items of steel used in a project not recorded under Items Nos. 6 and 7. Included, therefore, will be fabricated bridge steel, steel piling, steel guard rail, etc.

9. Petroleum Products: This item shall be reported in gallons, and shall include supplies such as gasoline, lubricating oil, diesel fuel or fuel oil used in the operation of equipment or on incidental work connected with the construction of the project.

10. Explosives: This item shall be reported in pounds, and shall include all explosives used in the construction of the project. Caps and fuses shall not be included in this item.

11. Ready-mixed Concrete: This item shall include all concrete used on the job which is purchased in a prepared condition ready for placement as it reaches the job and shall be reported in cubic yards.

12. Premixed Bituminous Paving Materials: This item shall include all bituminous paving mixtures, including rock asphalt, used on the job which are purchased in a prepared condition ready for placement as they reach the job and shall be reported in tons.

13. Concrete Culvert and Drain Pipe: This item shall include both plain and reinforced pipe used on the job and shall be reported in linear feet regardless of size.

14. Clay Culvert Pipe and Drain Tile: This item shall include all clay pipe and title used on the job and shall be reported in linear feet regardless of size.

15. Aggregates (Locally Produced): This item shall include only the quantity of aggregates (sand, gravel, and crushed stone or rock) which is locally produced by the contractor. Quantity shall be reported in cubic yards but no report shall be made of the cost of this item.

Where subcontractors are involved the general contractor shall submit either a single report covering all work both by himself and all his subcontractors, or he may submit separate reports for himself and for each of his subcontractors.

Subletting or Assigning the Contract

The contractor shall perform with his own organization work amounting to not less than 50 per cent of the remainder obtained by subtracting from the total original contract value the sum of any items designated in the contract as "Specialty Items."

Any items that have been selected as "Specialty Items" for the contract are listed as such in the Special Provisions found elsewhere in the contract.

No portion of the contract shall be sublet, assigned, or otherwise disposed of except with the written consent of the contracting officer or his authorized representative. Requests for permission to sublet, assign or otherwise dispose of any portion of the contract shall be in writing and accompanied by a showing that the organization which will perform the work is particularly experienced and equipped for such work. The contractor shall give assurance that the minimum wage for labor as stated in his proposal shall apply to labor performed on all work sublet, assigned or otherwise disposed of in any way. Consent to sublet, assign or otherwise dispose of any portion of the contract shall not be construed to relieve the contractor of any responsibility for the fulfillment of the contract.

SPECIAL PROVISIONS—*Continued*

SCHEDULE OF CONTRACT PRICES

Payment for work done under this contract will be made at the unit prices listed on the inserted sheet or sheets which follow. The quantities given are approximate only, and it is neither expressly nor by implication agreed that the actual amount of work to be done and paid for will correspond therewith.

1800—4-51 State Printing Dept. 48280

Wygant Park-Hood River, Grading and Paving

Item No.	Item	Unit Price	Amount
1.	Clearing and Grubbing All Specified For Sixty-seven Thousand Five Hundred Fifty Dollars - Lump Sum		$ 67,550.00
2.	Structural Excavation, Unclassified 1,900 cu. yds. For Five Dollars per cu. yd.	$ 5.00	9,500.00
3.	Trench Excavation, Unclassified 100 cu. yds. For Two Dollars and Fifty Cents per cu. yd.	2.50	250.00
4.	Special Borrow Excavation, Unclassified 362,000 cu. yds. For Forty-three Cents per cu. yd.	0.43	155,660.00
5.	General Excavation, Locations "A", Unclassified 686,000 cu. yds. For Seventy-seven Cents per cu. yd.	0.77	528,220.00
6.	General Excavation, Locations "B", Unclassified 406,000 cu. yds. For One Dollar and Twenty Cents per cu. yd.	1.20	487,200.00
7.	Short Overhaul 6,392,000 yd. stas. For Three and Six-tenths Mills per yd. sta.	0.0036	23,011.20
8.	Long Overhaul 488,000 C-yd. stas. For Thirty Cents per C-yd. sta.	0.30	146,400.00
9.	Finishing Roadbed and Slopes 6.07 miles For One Thousand Dollars per mile	1,000.00	6,070.00
10.	Rounding Cutbanks 7,300 lin. ft. For Twelve Cents per lin. ft.	0.12	876.00
11.	18-inch Corrugated Metal Pipe 200 lin. ft. For Four Dollars and Forty Cents per lin. ft.	4.40	880.00

Wygant Park-Hood River,
Grading and Paving

Item No.	Item	Unit Price	Amount
12.	36-inch Corrugated Metal Pipe 110 lin. ft. For Twelve Dollars and Fifty Cents per lin. ft.	$ 12.50	$ 1,375.00
13.	42-inch Corrugated Metal Pipe 90 lin. ft. For Fifteen Dollars per lin. ft.	15.00	1,350.00
14.	18-inch Extra Strength Corrugated Metal Pipe 230 lin. ft. For Five Dollars per lin. ft.	5.00	1,150.00
15.	24-inch Extra Strength Corrugated Metal Pipe 380 lin. ft. For Eight Dollars and Twenty Cents per lin. ft.	8.20	3,116.00
16.	42-inch Extra Strength Corrugated Metal Pipe 190 lin. ft. For Seventeen Dollars and Twenty Cents per lin. ft.	17.20	3,268.00
17.	54-inch Extra Strength Corrugated Metal Pipe 120 lin. ft. For Twenty-three Dollars per lin. ft.	23.00	2,760.00
18.	8-inch Concrete Pipe 80 lin. ft. For One Dollar and Forty Cents per lin. ft.	1.40	112.00
19.	12-inch Concrete Pipe 150 lin. ft. For Two Dollars per lin. ft.	2.00	300.00
20.	18-inch Concrete Pipe 1,300 lin. ft. For Three Dollars and Fifty Cents per lin. ft.	3.50	4,550.00
21.	24-inch Concrete Pipe 70 lin. ft. For Five Dollars per lin. ft.	5.00	350.00
22.	36-inch Concrete Pipe 160 lin. ft. For Nine Dollars and Thirty Cents per lin. ft.	9.30	1,488.00

Item No.	Item	Unit Price	Amount
23.	42-inch Extra Strength Concrete Pipe 240 lin. ft. For Twelve Dollars and Eighty Cents per lin. ft.	$ 12.80	$ 3,072.00
24.	Class "A" Concrete 200 cu. yds. For Seventy-five Dollars per cu. yd.	75.00	15,000.00
25.	Metal Reinforcement 30,100 lbs. For Twelve Cents per lb.	0.12	3,612.00
26.	4-inch Galvanized Water Pipe 1,600 lin. ft. For Two Dollars and Seventy-five Cents per lin. ft.	2.75	4,400.00
27.	Concrete Catch Basins 1 only For One Hundred Dollars each	100.00	100.00
28.	Concrete Sight Posts 80 only For Nine Dollars and Fifty Cents each	9.50	760.00
29.	Metal Guard Rail, Concrete or Metal Posts 4,000 lin. ft. For Two Dollars and Seventy-five Cents per lin. ft.	2.75	11,000.00
30.	3" - 0 Material in Base 44,000 cu. yds. For Two Dollars per cu. yd.	2.00	88,000.00
31.	3/4" - 0 Material in Base and Shoulders 15,000 cu. yds. For Two Dollars and Fifty Cents per cu. yd.	2.50	37,500.00
32.	Sprinkling 1,200 M-gal. For Two Dollars and Forty Cents per M-gal.	2.40	2,880.00
33.	Preparation of Base, Main Highway 7.23 miles For One Hundred Sixty-five Dollars per mile	165.00	1,192.95
34.	Preparation of Base, Frontage Road 2.73 miles For Two Hundred Fifty Dollars per mile	250.00	682.50

Item No.	Item	Unit Price	Amount
35.	3/4" - 0 Material in Binder Course 1,300 cu. yds. For Four Dollars per cu. yd.	$ 4.00	$ 5,200.00
36.	Furnishing and Placing Aggregates 340 cu. yds. For Five Dollars and Fifty Cents per cu. yd.	5.50	1,870.00
37.	Furnishing and Placing RC-3 Asphalt 210 tons For Forty-four Dollars per ton	44.00	9,240.00
38.	Furnishing and Placing 150-200 Asphalt 30 tons For Fifty-seven Dollars per ton	57.00	1,710.00
39.	Class "B" Asphaltic Concrete 27,800 tons For Six Dollars and Fifty Cents per ton	6.50	180,700.00
40.	RS-1 Emulsified Asphalt in Seal Coat 130 tons For Forty-three Dollars per ton	43.00	5,590.00
41.	Aggregates in Seal Coat 800 cu. yds. For Four Dollars and Forty Cents per cu. yd.	4.40	3,520.00
		Amount of Contract	$1,821,465.65

SCHEDULE OF CONTRACT PRICES—Continued

CONTRACT

THIS CONTRACT, made and entered into, in quadruplicate, this

Tenth day of December, 1951

by and between the State of Oregon, by its State Highway Commission, hereinafter called the "State", party of the first part, and,*

Guy F. Atkinson Company, by and through its
corporate officials, doing business at
806 Cascade Building
Portland 4, Oregon

hereinafter called the "contractor", party of the second part;

WITNESSETH:

That the said contractor, in consideration of the sums to be paid by the State in the manner and at the times herein provided, and in consideration of the other covenants and agreements herein contained, hereby agrees for himself or itself, his heirs, executors, administrators, and assigns and/or successors and assigns, to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor and do all things in accordance with the plans and the specifications and the special provisions and/or in accordance with such modifications of the same as may be made by the engineer, and/or according to such directions as may from time to time be made or given by the engineer under the authority and within the meaning and purpose of this contract.

That the plans and specifications on file with the State Highway Commission at Salem, Oregon, and all the general provisions, construction details, special provisions and schedule of contract prices appended to this contract are hereby specifically referred to and by this reference are made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

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* Give here the name of the contractor, the form of organization and the recognized address. If the contractor is a copartnership give the names of the partners, and if a corporation give the names of the president, secretary and treasurer and the state in which incorporated.

That the contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment to all persons supplying to such contractor, or to a subcontractor, labor or materials or other things for the prosecution of the work provided for in this contract; shall pay all contributions or amounts due the State Industrial Accident Fund, and all contributions or amounts due the State Unemployment Compensation Trust Fund from such contractor or subcontractor incurred or accruing in the performance of said contract; shall pay all such other just debts, dues and demands incurred in the performance of said contract; and shall not permit any lien or claim to be filed or prosecuted against the State or the State Highway Commission.

In consideration of the faithful performance of all of the obligations, both general and special, herein set out, and in consideration of the faithful performance of the work herein embraced as set forth in this contract, the general provisions, construction details, special provisions, schedule of contract prices, and all general and detailed specifications and plans which are a part hereof, and in accordance with the directions of the engineer and to his satisfaction, and, on Federal Aid Projects, to the satisfaction of the Federal Works Agency, or its authorized representative, in conformity with the requirements of the Federal Aid Road Act and all amendments thereto, the State agrees to pay to the said contractor the amount earned, computed from the actual quantities of work performed as shown by the estimates of the engineer and the unit prices named in the attached schedule of contract prices, and to make such payments in the manner and at the times provided in the general provisions hereto appended.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their respective official seals as of the date first above written.

Attest:

STATE OF OREGON, by and through its State Highway Commission

....
Secretary

By ....
As Chairman

Approved:

By ....
As Commissioner

....
State Highway Engineer

By ....
As Commissioner
Party of the First Part

Approved as to form:

....
Chief Counsel

....
Contractor

By ....

By ....

Executed by Party of Second Part in the presence of:

....
Contractor

....

By ....

....

By ....
Party of the Second Part

1500—3-50
State Printing Dept. 38548

BOND TO ACCOMPANY CONTRACT

KNOW ALL MEN BY THESE PRESENTS: That we

Guy F. Atkinson Company, by and through its
corporate officials, doing business at
806 Cascade Building
Portland 4, Oregon

as principal, and

as surety, are jointly and severally held and bound unto the State of Oregon, in the sum of

One Million Eight Hundred Twenty-one Thousand Four Hundred Sixty-five Dollars and Sixty-five Cents ($1,821,465.65)

for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators and assigns and/or successors and assigns, firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH

That, whereas, the said principal herein has made and entered into a certain contract, copy of which is hereto annexed, with the State of Oregon, which contract, together with the plans, specifications, general provisions, and special provisions, is hereby made a part hereof, whereby the said principal agrees to furnish certain materials and to perform certain work, which things he agrees to do in accordance with the certain terms, conditions, requirements and specifications set out in said contract.

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms, conditions and provisions of the said contract, in all respects, and shall well and truly and fully do and perform all matters and things by him undertaken to be performed under said contract, upon the terms proposed therein, and within the time prescribed therein, or as extended as provided in the general provisions; and shall indemnify and save harmless the State of Oregon, the State Highway Commission, its officers and agents, against any direct or indirect damages that shall be suffered or claimed, or against any claims for injuries to persons or property during the construction of said work, and until the same is accepted; and shall promptly pay all laborers, mechanics, subcontractors and materialmen; and shall promptly make payments to all persons supplying to the contractor or contractors, or subcontractor or subcontractors labor or materials for the prosecution of the work or any part thereof provided in said contract and shall pay all contributions or amounts due the State Industrial Accident Fund and all contributions or amounts due the State Unemployment Compensation Trust Fund from such contractor or subcontractor incurred in the performance of said contract; and shall promptly, as due, make payment to any person, copartnership, association or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees of such contractor, of all sums which the said contractor agrees to pay for such services and all moneys and sums which the contractor may or shall have deducted from the wages of his employees for such services pursuant to law, and any contract entered into or funds collected or deducted from the wages of said employees pursuant to any law, contract or agreement for the purpose of providing or paying for such services; and shall pay all other just debts, dues and demands incurred in the performance of the work and shall pay the State of Oregon such liquidated damages as may accrue to the State under said contract and shall in all respects perform said contract according to law, then this obligation is to be void, otherwise to remain in full force and effect.

Witness our hands this .... day of ...., 19........

....
Principal

By ....

By ....

....
Principal

By ....

By ....

....

....

....

....
Surety

INDEX

Page

- Additional work, 7
- Adjustment of manholes, basins and inlets, 135
- Advances on materials in storage, 24
- Aggregate, for asphaltic concrete, 77
  - For concrete structures, 126
  - For Portland cement concrete pavement, 84
- Agreement, supplemental, definition of, 5
- Allowance for materials left on hand, 24
- Alterations in details of construction, 9, 25
- Annulment of contract, 21
- Arch type corrugated metal pipe culverts, 105
- Asphaltic concrete, pavement, 76
- Asphalts, 67
- Assignment of contract, 19
- Authority of engineer, 8
- Authority of inspectors, 9
- Award and execution of contract, 6

- Barricades, signs and watchmen, 16
- Base, rock, specification "A", 39, 55
  - Rock, specification "B", 42, 55
- Bidder, definition of, 5
- Bills, force account, 24
  - Payment of contractors, 16
- Bituminous cements, 67
- Bituminous concrete pavement, 76
- Bituminous wearing surface, bituminous macadam, 55, 63, 67
  - Oil mat, 55, 59, 67
  - Pavement, 76
  - Plant mix type, 67, 71
  - Road mix, 55, 56, 57
- Bond and contract, execution of, 7
- Bond surety, 166
- Borrow, 34
- Box culverts, concrete, 111
- By-products and waste materials, property of state, 12

- Catch basins and inlets, 134
  - Adjustment of, 135
- Cedar, Port Orford, 149
- Cement, Portland, for pavement, 83
  - Portland, for pipe culverts, 112
  - Portland, for structures, 125
- Cement rubble masonry, 145
- Changed conditions, 25
- Changes in details of construction, 25
- Character of workmen and equipment, 10
- Claims, disputed, 9
- Classification of excavation, 31, 32
- Clay pipe, vitrified, 121
- Cleaning up, final, 8
- Clearing and grubbing, 27
- Coarse aggregate, for asphaltic concrete, 77
  - For Portland cement concrete pavement, 85
  - For concrete structures, 127
- Commission, definition of, 5
  - May take over work, 21
  - Right of, to do work, 22
- Concrete, box culverts, 111
  - Catch basins and inlets, 134
  - Curbs and gutters, 136
  - Driveways, 138
  - Floating islands, 142
  - Guard rail and sight posts, 125, 154
  - Light pedestals, 143
  - Manholes, 133
  - Pipe culverts, 112
  - Pipe drains, 119
  - Pipe siphons, 117
  - Removal of, 39
  - Sewer pipe, 121
  - Structures, 124
  - Tile drains, 120
  - Walks, 139
  - White, 137
- Concrete pavement, asphaltic, 76
  - Portland cement, 83

Page

- Conduits, electrical, 144
- Construction, alterations in details of, 9
- Contract, 164
  - Amount of, 7
  - Annulment of, 21
  - Assignment of, 19
  - Definition of, 5
  - Subletting of, 19
- Contract and bond, execution of, 7
- Contraction joint filler, in concrete pavement, 97
- Control of work and materials, 8
- Cooperation with other contractors, 10
- Corrugated metal, general requirements, 102, 103
  - Pipe culverts, arch type, 105
  - Pipe culverts, circular type, 102
  - Pipe drains, 107
  - Pipe siphons, 106
  - Sectional plate culverts, 109
- Cost of work, contractor to provide data, 10
- Creosote oil, 151
- Cross-section, variation of, 9
- Crushed materials in stockpile, specification "A", 49, 55
- Crushed materials in stockpile, specification "B", 52, 55
- Culverts, concrete box, 111
  - Concrete pipe, 112
  - Corrugated metal pipe, arch type, 105
  - Corrugated metal pipe, circular type, 102
  - Salvaging of, 123
  - Sectional plate, 109
- Curbs, concrete, 136
- Curb markers, recesses for, 145
- Cushion course under concrete pavement, 87
- Cutback asphalts, 67
- Cutbanks, rounding of tops of, 36

- Damages, responsibility for, 17
  - Restoration of, 17
  - To highway structures, 18
  - To property, protection against, 16
  - To railroad, telephone lines, etc., 18
- Dangerous trees, felling of, 29
- Decreases or increases in work, 9, 25
- Defective work and materials, 13
- Definition of terms, [illegible]
- Delays, right of way, 21
- Deposit of debris in navigable streams, 15
- Detours, use and maintenance of, 8
- Deviation from plans, 10
- Disputed claims, 9
- Disputes between contractors, 21
- Douglas fir, 148, 149, 150
- Dowel bars in concrete pavement and gutters, 99
- Dowel pins in floating islands, 143
- Drains, concrete pipe, 119
  - Concrete tile, 120
  - Metal pipe, 107
  - Rock or gravel backfill for, 124
- Driveways, concrete, 138
- Dry rubble masonry, 147

- Earthwork, 30
- Electrical conduits, 144
- Eliminated items, payment for, 25
- Embankments, 33, 34
- Emulsified asphalt, 67
- Engineer, authority of, 8
  - Definition of, 5
- Engineer's marks, protection of, 10
- Equipment and workmen, character of, 10
- Equipment, commission may take over, 21
  - Quality and quantity of required, 10, 20
  - Removal of, 12
- Estimate of contract quantities, 162
  - Approximate only, 6
  - Final, 26
  - Monthly, 25
  - To subcontractors, 26

INDEX—Continued

Page

- Examination of plans, sites, etc. 6
- Excavation kinds and classification of 31, 32
  - Limits of pay 31
  - Measurement and payment 36
- Expansion joint filler, premolded 96
- Explosives, use and care of 14
- Extension of time for completion 20
- Extra work 7, 11, 23, 24

- Federal participation 14
- Felling of dangerous trees 29
- Fence, barbed wire for 155
  - Gates 156
  - Posts 155
  - Protection of and by 14
  - Stock 155
  - Woven wire for 155
- Filler for rock base and surfacings 48
- Final estimates and payments 26
- Fine aggregate, for asphaltic concrete 77
  - For concrete structures 126
  - For Portland cement mortar 146
  - For Portland cement concrete pavement 81
- Finishing roadbed and slopes 36
- Fir, Douglas 148, 149, 150
- Floating islands, concrete 142
- Footpaths, rock, oil and asphaltic concrete 140
- Force account work, bills, pay rolls, etc. 24
  - Labor and equipment for 11
  - Payment for 23
  - Performed as extra work 7

- Gasoline tax refund 23
- Gates steel, for stock fence 156
- General requirements, bituminous wearing surfaces 67
  - Sand, gravel, rock, etc. 55
- Grubbing 27
- Guard rails 152
  - Posts for 152
  - Wire rope for 153
- Gutters, concrete 136

- Hand-placed rock slopes 148
- Haul adjustment on stockpile materials 51
- Haul and overhaul 32
- Hospital associations, etc., liability for claims of 15
- Hours of labor, statutory limitations of 15

- Increase or decrease in work 9, 25
- Industrial Accident Commission, liability for claims of 15
- Information regarding work and cost 10
- Infringement of patents 14
- Inlets, adjustment of 135
  - Concrete 134
- Inspection of materials and work 13
- Inspector, authority and duties of 9
  - Definition of 5
  - To reject materials or suspend work 9
- Insurance of workmen 15
- Intent of plans and specifications 7
- Interpretation of plans and specifications 9
- Islands, concrete floating 142

- Joint filler, premolded 96, 97, 98, 99

- Labor, preference to certain persons 15
  - Statutory limitations of hours of , 15
  - Quality and quantity of required 10, 20
- Laws to be observed 13
- Legal rights of state, no waiver 19
- Leveling coarse, rock 45, 55
- Licenses and permits 14
- Light pedestals, concrete 143
- Limitations of operations 21
- Liquid asphalts 67
- Lumber and timber 148

Page

- Maintenance during suspension of work 8
- Maintenance of detours 8
- Manholes, adjustment of 135
  - Concrete 133
  - Covers and frames 133
- Markers, recesses for curb 145
- Masonry, cement rubble 145
  - Dry rubble 147
  - Removal of 30
- Materials, advances on stored 24
  - Allowance for unused 24
  - Defective 13
  - Inspection of 13
  - Ordering of 12
  - Quality of 11
  - Removal of 12
  - Storage of 12
  - Tests of 11
  - To be approved before use 11
  - Use and ownership when on state property 12
  - Waste and by-products, property of state 12
- Materials and work, control of 8
  - Defective 13
  - Inspection 13
- Measurement and computation, methods of 22
- Measurement and payment 22
- Metal drain pipe 107
- Metal reinforcement in structures 132
- Metal filler 76
- Monthly estimates 25

- Navigable streams, deposit of debris in 15
- Notice by contractor 10
- Notices to contractors 10

- Oil, creosote 151
  - Road 67
- Oil mat wearing surface 55, 59, 67
- Opening of section to traffic 13
- Operations, limitations of 21
- Ordering of materials 12
- Overhaul and haul 32

- Patents, liability for infringement of 14
- Pavement, asphaltic concrete 76
  - Portland cement concrete 83
- Paving asphalts 67
- Pay limits of excavation 31
- Payments, final, how made 26
  - For eliminated items 25
  - Method of 26
  - Partial, how made 25
  - Scope of 25
  - Suspension of 26
- Payment of contractor's bills 16
- Percentage retained 26
- Perforated pipe, concrete drain 119
  - Corrugated metal, circular type 104
  - Metal drain 108
- Permits and licenses 14
- Pipe, concrete culvert 112
  - Concrete drain 119
  - Concrete siphon 117
  - Concrete sewer 121
  - Corrugated metal culvert, arch type 105
  - Corrugated metal, circular culvert 102
  - Corrugated metal siphon 106
  - Metal drain 107
  - Salvaging culvert 123
  - Vitrified clay sewer 121
- Plans and specifications, intent of 7
  - Interpretation of 9
- Plans, definition of 5
  - Deviation from 10
- Planting of trees and shrubs 156
- Plant mix bituminous surfacing 71, 67

INDEX—Continued

Page

Porous tile drains 120
Portland cement, concrete pavement 83
Portland cement, for pavement 83
- For pipe culverts 112
- For structures 125

Port Orford cedar 149
Posts, concrete 152, 154
- Wood for fence 155
- Wood for guard rails and sight posts 152, 154

Power, telephone and telegraph lines, damage to 18
Premolded joint filler, construction joints 97
- Expansion joints 96

Prices, schedule of contract 162
Property, restoration of damaged 17
Proposal, definition of 5
- Part of contract 6

Prosecution of work 20
Protection of property and persons 16
Protection of work during suspension 8
Public officials, personal liability of 19
Public safety and convenience 16, 22

Quantities, approximate only 6
- Contract and prices 162
- Increased and decreased 9, 25
- Measurement 22

Railroad, protection of damage to 18
Recesses for curb markers 145
Reinforcement, dowel bar framework 100
- Steel, in concrete pavement 100
- Steel, in concrete pipe culverts 112, 113, 114, 115
- Steel, in concrete sewer pipe 121
- Steel, in concrete structures 132
- Welded wire fabric in concrete pavement 100
- Wire and wire mesh in concrete structures 132
- Wire fabric in floating islands 143

Removing concrete and masonry 30
Representative, contractor to have on work 10
Retained percentage of estimates 26
Right of commission to do work 22
Right of way delays 21
Riprap 147
Road mix wearing surface 55, 56, 67
Road oil 67
Roadway, definition of 6
Rock base, specification "A" 39, 55
Rock base, specification "B" 87
Rock or gravel backfill in drains 124
Rock slopes, hand-placed 148
Rock surface course 45, 55
Rounding of tops of cutbanks 36
Rubber latex 99
Rubble masonry, cement 145
- Dry 147

Salvaging culvert pipe 123
Salvaging of old surfacing material 37
Sampling and inspecting of work 13
Sanitary provisions 15
Scales, weigh, provided by contractor 22
Scope of work 7
Sectional plate culverts 109
Selected roadbed topping 38
Sewers 121
Shrubs, planting of 156
Sight posts 154
Siphons, corrugated metal 106
- Concrete 117

Special provisions 160
Specifications and plans, intent of 7
- Interpretation of 9

Sprinkling 48

Page

State highway commission, definition of 5
State property, use and ownership of materials thereon 12
Steel gates 156
Steel reinforcement, in concrete pavement 100
- In concrete pipe culverts 112, 113, 114, 115
- In concrete sewer pipe 121
- In concrete structures 132

Stock fence 155
Stockpile materials, specification "A" 49, 55
Stockpile materials, specification "B" 52, 55
Storage of materials 12
Structures, concrete 124
- Damage to 18
- Wood 148

Subletting of contract 19
Supplemental agreement, definition of 5
Surety bond 166
Surfacing, bituminous macadam, penetration type 55, 63, 67
- Bituminous, plant mix 67, 71
- Oil mat 55, 69, 67
- Road mix bituminous 55, 56, 67
- Rock, specification "A" 39, 55
- Rock, specification "B" 42, 55
- Rock wearing or leveling course 45, 55
- Salvaging of old 37

Suspension of payments 26
Suspension of work, by engineer 21
- By inspector 9
- Protection during 8

Tars 67
Telephone, telegraph and power lines 18
Temporary suspension of work 21
Tests of materials 11
Tile drains 120
Timber and lumber 148
Time of beginning and completing work 20
Tolerance limits for grading of sand, gravel and rock 55
Topping, selected roadbed 38
Traffic, barricades, signs and flagmen for safeguarding of 16
- Opening of sections to 13
- Provisions for 7, 22, 70
- Safety and convenience to be provided 16, 22

Trees, planting of 156
Trespass, responsibility and liability for 16
Trimming of work, final 8

Unauthorized work 10
Unemployment Compensation Commission, liability for claims of 15

Vitrified clay sewer pipe 121

Waiver of legal rights 19
Walks, concrete 139
Waste materials and by-products, property of state 12
Weigh scales, provided by contractor 22
White concrete 137
Wire, barbed, for stock fence 155
Wire fabric and wire mesh 100, 132, 143
Wire rope for guard rails 153
Wire, woven, for stock fence 155
Wood posts, fence 155
- Guard rail and sight 152, 154

Wood structures 148
Work and materials, control of 8
- Defective 13
- Inspection 13

Work, definition of 6
Workmen and equipment, character of 10
Workmen's compensation act, to be accepted 15

2M—4-51 State Printing Dept. [illegible]

RAILROAD COMPANIES
FILE No. [illegible]

THIS AGREEMENT made this 8th day of November 1952, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), party of the second part,

W I T N E S S E T H:

RECITALS:

(1) The State asserts that at Mitchell Point, between Wyeth and Hood River in Hood River County, Columbia River Highway (hereinafter called "Highway"), as now located and constructed, encounters steep grades, excessive curvature, limited highway width and a tunnel which impedes modern highway traffic. The State believes that said Highway at Mitchell Point cannot be materially or adequately improved in present location, and considers relocation and reconstruction thereof to be necessary in the interest of public safety and convenience.

(2) Therefore, the State desires to abandon the present location of said highway and to relocate and reconstruct said highway on and adjoining the Railroads' present right of way between the points hereinafter identified, and the State has offered to relocate and reconstruct the Railroads' present tracks and facilities in said area and to furnish all property necessary therefor.

(3) The parties make this agreement in order to provide for accomplishment of said project and matters incidental thereto.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. MAP. Oregon State Highway Department map and cross-section diagram of Mitchell Point Section, Columbia River Highway, being Drawing No. [illegible], dated October 1949, last revised August 3, 1952, identified by the signatures of the Assistant State Highway Engineer and the District Engineer of the Railroads, is hereby referred to and made a part of this agreement and is hereinafter called "location map".

Section 2. EXCHANGE OF LANDS.

(a) The State, after having first acquired at its own expense fee simple title to all that part thereof not now owned by the State, will convey to Oregon-Washington Railroad & Navigation Company, in exchange for conveyance to the State as hereinafter provided, unencumbered fee simple title to all of the land represented by green color on the location map, which land is situated in Section 36, Township 3 North, Range 9, and in Sections 31 and 32, Township 3 North, Range 10, all East of Willamette Meridian, in Hood River County, Oregon; together with the new railroad facilities to be constructed on said land and on adjoining and adjacent land of Oregon-Washington Railroad & Navigation Company as hereinafter provided. Said conveyance shall be made by good and sufficient deed in form and substance satisfactory to the Railroads. The State at its own expense shall prepare descriptions of said property satisfactory to the Railroads and shall make or obtain any surveys necessary for preparation of said descriptions. The State at its own expense will also furnish and deliver to the Railroads a title insurance certificate issued by a reliable title insurance company authorized to do business in Oregon and in form and substance satisfactory to the Railroads, insuring in Oregon-Washington Railroad & Navigation Company unencumbered fee simple title to all of the property to be conveyed as aforesaid.

(b) The Railroads or one of them, in exchange for the property to be conveyed by the State as hereinbefore in this section provided, will:

First. Convey to the State a perpetual easement for highway purposes upon the lands represented on the location map by blue color, which lands are situated in Section 36, Township 3 North, Range 9, and in Sections 31 and 32, Township 3 North, Range 10, all East of Willamette Meridian, in Hood River County, Oregon, which lands constitute all of the present right of way of said Oregon-Washington Railroad & Navigation Company lying southerly of a line thirty (30) feet north of and parallel with the center line of a future railroad track, the description of which center line is hereto attached, marked "Exhibit A" and by this reference made a part of this agreement; and

Second. Convey to the State, subject to the aforesaid easement and any other encumbrances thereon, without warranty or covenant, the right, title and interest of Oregon-Washington Railroad & Navigation Company in and to the lands referred to in paragraph First of this paragraph (b), which lands are represented on the location map by blue color; provided, however, the Railroads or either of them shall not be obligated to make the conveyance mentioned in this paragraph Second unless and until the State establishes to the satisfaction of the Railroads that Oregon-Washington Railroad & Navigation Company is vested with title of the kind described in paragraph (a) of this section, in and to all of the real property to be conveyed by the State to said Oregon-Washington Railroad & Navigation Company as provided in said paragraph (a); nor until the State makes, executes and delivers to the Railroads such other and further assurances of title (in addition to the conveyance mentioned in paragraph (a) of this section) as the Railroads may require. At the time of executing and delivering the conveyance contemplated by this paragraph Second, the Railroads will request the mortgage trustee to release the property thereby conveyed from the lien of the Refunding Mortgage of Oregon-Washington Railroad & Navigation Company. If title insurance or other evidence of title or interest in said property is required by the State, it shall be obtained by the State at its own expense.

(c) The conveyances mentioned in paragraphs First and Second of paragraph (b) of this section shall not include railroad facilities or other facilities of the grantors or either of them or property of any third parties (including, but not limited to, public utilities), located upon the lands to be conveyed; and said conveyances shall reserve the right for the grantor and any other owners of such facilities and property to remove the same. Said conveyances shall be subject to any outstanding rights of third parties, including rights granted to the United States by instrument dated July 27, 1937, recorded April 7, 1938, in Volume 26, page 579, deed records of Hood River County. Said conveyances shall also be subject to the terms and provisions of this agreement.

(d) The State, without expense to the Railroads, will make satisfactory adjustments with and obtain releases from any and all tenants and lawful occupants and users of any railroad property, affected by acquisition by the State of easement upon or title to the lands mentioned in paragraph (b) of this section.

(e) The conveyances from the State to the Railroads and the conveyance of easement by the Railroads to the State as provided in this section, shall be delivered by the grantors to the grantees thereof simultaneously. Said delivery shall be made within a reasonable time and in any event within six (6) months after completion by the State and acceptance by the Railroads of the relocated railroad line and facilities to be constructed as herein elsewhere provided.

Section 3. RELOCATION OF RAILROAD.

(a) In replacement of the Railroads' present facilities between Station 903 plus 33.46 in Government Lot 3, Section 31, Township 3 North, Range 9 E.W.M., and Railroad Engineer's Station 1029 plus 59.46 in Government Lot 3, Section 32, Township 3 North, Range 10 E.W.M., in Hood River County, Oregon, there shall be constructed, completed and conveyed to Oregon-Washington Railroad & Navigation Company as herein elsewhere provided, new and relocated railroad facilities for the entire distance between said points. Said new facilities shall be constructed in accordance with the location map and cross sections thereon and with detailed plans, designs and specifications to be prepared by or at the expense of the State and approved by the Railroads before commencement of the work, and shall consist of all facilities necessary or proper for replacement of the Railroads' present facilities and adequate provision for the Railroads' future facilities between said points, and shall include, but not by way of limitation:

First. A new railroad embankment and roadbed for two standard-gauge tracks with approximately same elevation and gradient as Railroads' present track, together with all culverts and supporting structures for said tracks and riprap for protection of said embankment, all conforming as to design, materials, dimensions and method of construction with the plans and specifications aforesaid, and with the cross sections on the location map.

Second. One standard-gauge main track (approximately [illegible] feet new construction and approximately 1600 feet relocation) and one standard-gauge passing track (approximately 1800 feet new construction and approximately 900 feet relocation), including rails, ties, fastenings and ballast, located substantially as represented on the location map by dashed black lines designated "Relocated First Main Track" and "Relocated Passing Track"; together with signals, signal lines, communication lines, fences, structures and other facilities, whether of the same or a different kind.

(b) The State at its own expense shall furnish all material, labor and equipment for construction of and shall construct and complete in a manner and condition satisfactory to the Railroads, the facilities described in paragraph (a) First of this section. After completion by the State to the satisfaction of the Railroads of the work described in said paragraph (a) First, the Railroads, at the expense of the State, shall furnish all labor, material and equipment necessary for and shall construct and complete the facilities mentioned in paragraph (a) Second of this section.

(c) Before commencement of any of the aforesaid work, the State, without expense to the Railroads, will obtain all public authority necessary therefor, including, but not by way of limitation, authority from the United States for any construction in the Columbia River.

(d) In order to facilitate performance of the work to be done by the State as provided in this section, two temporary underpasses of the Railroads' present track shall be established and maintained at the expense of the State. One of said underpasses shall be located at Railroad Engineer's Station [illegible] plus [illegible] in Government Lot [illegible], Section [illegible], Township 3 North, Range [illegible] East, W.M., and the other at Railroad Engineer's Station [illegible] plus [illegible] in Government Lot [illegible], Section [illegible], Township 3 North, Range [illegible] East, W.M.; the said locations being shown and indicated on the location map. The Railroads, at the expense of the State, shall furnish material, labor and equipment for construction of and shall construct at each of said locations, a timber underpass; and, likewise at the expense of the State, the Railroads shall maintain said timber structures until they are removed as herein elsewhere provided. The State at its own expense will excavate the railroad embankment below the bottom of the stringers of each of said underpasses, in a manner satisfactory to the Railroads. The State and its contractors shall have the right to use said underpasses only for the purpose of performing the work herein described and not otherwise; and said underpasses shall not be open to or used by the public.

(e) All work to be performed by the State and its contractors under this section shall be done, performed and completed in a manner satisfactory to the Chief Engineer of the Railroads or his representative, and in accordance with the location map and typical sections thereon and with the detailed plans and specifications hereinbefore mentioned, and any omissions or defects therein shall be promptly remedied by the State at its own expense. The Railroads shall not be obliged to accept or operate the new or relocated facilities described in this section until they are in all respects completed in accordance herewith.

(f) Upon completion in accordance herewith of the new and relocated railroad facilities, the Railroads will commence operation thereof and will discontinue operation of the facilities replaced thereby, located between Railroad Engineers' Stations 903 plus 36.46 and 1003 plus 59.66. Within a reasonable time thereafter the Railroads, at the expense of the State, will dismantle and remove their present tracks and facilities between said last-mentioned railroad engineer's stations, and will also dismantle and remove said timber underpasses. Upon removal of said tracks, facilities and underpasses, the Railroads will credit the State with the reasonable salvage value of materials recovered therefrom, less cost of recovery.

(g) Either of the parties hereto may perform the work described in this section with its own forces or by contractors, or partly by one and partly by the other.

(h) The State hereby agrees to pay, satisfy and discharge the expense of all labor, material, equipment and work to be furnished, performed and done by it as in this section provided, and to reimburse the Railroads promptly upon receipt of bills, for the expense of all labor, material, equipment and work to be furnished, performed and done by the Railroads at the expense of the State as in this section provided. The bills rendered by the Railroads to the State shall include, but not by way of limitation, expense of all material, supplies and labor furnished by the Railroads, rental of equipment, amounts paid to any contractor or contractors, transportation of materials and equipment, the amount of any and all taxes and charges by federal, state and local government, based on payrolls (including, but not limited to, railroad retirement taxes), vacation allowances and overhead customarily charged by the Railroads

(i) The State, without expense to the Railroads, shall furnish the Railroads upon completion of the work described in this section, the full data concerning costs, quantities and classes of material entering into the work performed by the State, and all other data reasonably necessary for completion of the Railroads' records.

Section 4. RELOCATION OF HIGHWAY.

(a) The State, at its own expense and without expense whatsoever to the Railroads, will furnish all labor, material and equipment necessary for and will relocate and reconstruct the highway between Highway Engineer's Station 830 in Section 36, Township 3 North, Range 9, and Highway Engineer's Station 960 in Section 32, Township 3 North, Range 10, all East of Willamette Meridian, in Hood River County, Oregon, with center line as shown on the location map and with elevation as shown by cross sections on said map;

together with all appurtenances of said highway, including besides the highway and slopes thereof but not by way of limitation, necessary and proper fences and barriers between the highway and tracks of the railroad, necessary and proper facilities for drainage of the highway and disposal of such drainage so that water will not accumulate between the highway and the railroad roadbed or elsewhere where such water might cause damage to the railroad. All construction work to be performed by the State as provided in this section shall be completed in a safe, stable and permanent condition so as not to jeopardize or interfere with present or future railroad operations.

(b) Construction of the highway shall not be commenced upon the property colored blue on location map described in Section 3 of this agreement until all work (including, but not limited to, transfer of railroad operations to new facilities and dismantling and removal of present railroad facilities) has been fully completed, and until then the State shall not enter upon or be entitled to the possession of all or any part of said property (except for use of the aforesaid underpasses) and shall not at any time or in any way endanger, interfere with, interrupt or delay railroad operation or maintenance thereon. Nothing in this paragraph shall prevent the State from performing grading and work incidental thereto within the property colored blue on location map; provided said work shall be so conducted as not to endanger, interfere with, interrupt or delay railroad operation or maintenance.

(c) No public highway grade crossing shall be established upon or across the tracks or right of way of the Railroads by either party.

(d) The State, without expense to the Railroads, shall acquire all such property outside of the property colored blue on location map as may be necessary for the construction and maintenance of the highway and appurtenances thereof.

Section 5. MAINTENANCE.

(a) The State at its own expense will at all times keep and maintain the highway and all appurtenances in good condition and repair so as not to jeopardize or interfere with railroad operations.

(b) Except as herein provided, the Railroads at their own expense will maintain the new and relocated railroad facilities to be constructed by the State at its own expense and by the Railroads at the expense of the State, as provided in Section 3 of this Agreement. It is understood and agreed that during a period of five (5) years following the completion of said new and relocated facilities, the expense of maintaining the same will be greater than normal because of settlement and subsidence.

Therefore the State agrees that during and for said period the State will pay to the Railroads the expense of maintaining said new and relocated facilities in so far as said expense exceeds the normal maintenance expense heretofore experienced by the Railroads with respect to their present railroad facilities between Railroad Engineer's Stations 903 plus 30.46 and 1005 plus 57.46.

Section 6. OTHER WORK TO BE DONE BY RAILROADS.

(a) Besides other work to be done by the Railroads at the expense of the State as herein elsewhere provided, the Railroads may make any and all changes, alterations or relocations, either temporary or permanent, which in their judgment may become necessary because of construction and maintenance by the State of the highway and appurtenances thereof, or because of any other work to be performed by the State as provided in this agreement, and the State will reimburse the Railroads for the expense of so doing. Such reimbursement shall include, but shall not be limited to, all items of expense reimbursable under United States Public Roads Administration General Administrative Memorandum No. 279, and amendments and supplements thereto, and bills for such reimbursement shall be paid at the times and in the manner provided therein.

(b) During the progress of the work contemplated by this agreement, the Railroads, at the expense of the State, shall furnish such engineering, inspection, watchmen and flagman service as may in the judgment of the Railroads be necessary for protection of their property and operations during the progress of such work, and the State will reimburse the Railroads therefor.

(c) In the event any inspector or inspectors are assigned to the project by the Railroads, all suggestions and recommendations made by such inspector or inspectors for the safety and protection of railroad property and operations shall be given due consideration by the State; but the presence of such inspector or inspectors shall not relieve the State from responsibility for the safe conduct of said work and adequate policing and supervision thereof.

Section 7. PRESENT AND FUTURE FACILITIES.

(a) Said highway and appurtenances shall be so constructed and maintained as not to prevent or interfere with future development of the Railroads' facilities as shown by the location map; and in making any future alterations or improvements of said highway and appurtenances the State shall and will take cognizance of plans for future development of the Railroads' facilities and of the necessities of the Railroads therefor, and make such alterations and improvements accordingly without expense to the Railroads, their successors, assigns or lessees.

(b) The State hereby grants the Railroads, their successors, assigns and lessees, a perpetual easement to use and occupy for any and all railroad purposes or purposes incidental thereto, any and all public lands of the State of Oregon, if any (including any and all shore lands of the Columbia River, if any) located between West line of Lot 3, Section 36, Township 3 North, Range 9 East, and the East line of Lot 1, Section 32, Township 3 North, Range 10 East, Willamette Meridian, in Hood River County, Oregon, that lie within the boundaries of the right of way and other property now owned by the Railroads, including such property and right of way as shown by current right-of-way and other property maps of the Railroads except the portion thereof colored blue on the location map. Nothing herein contained shall be construed as an admission by the Railroads or either of them that the State of Oregon or the State Highway Commission of Oregon has any right, title, estate or interest in or to any of the property or right of way now owned by the Railroads indicated as aforesaid, or any part thereof, nor that said right of way or other property, or any part thereof, now owned by the Railroads constitutes public lands or shore lands. This paragraph is intended and shall operate as a present grant of the easement herein referred to, but nevertheless the State shall, as and when requested by the Railroads so to do, make, execute, acknowledge and deliver to the Railroads such other and further instruments in writing as the Railroads may require for the better description and identification of the properties upon which the easements referred to in this paragraph are granted.

(c) In order to accommodate the Railroads' general plan for future development, approximately indicated on location map as "Proposed Railroad Revisions", and construction of future tracks tentatively indicated on said map, and/or maintenance, improvement or enlargement of railroad facilities, the State hereby covenants and agrees, subject to the terms, provisions and conditions in this paragraph contained, to grant to the Railroads, their successors, assigns and lessees, promptly upon request therefor, perpetual easements to use and occupy for any and all railroad purposes, any and all land now owned or hereafter acquired by the State Highway Commission of Oregon north of the Railroads' right of way as now located or hereafter acquired between the points mentioned in paragraph (b) of this section, excepting the land colored green on the location map, which is to be conveyed to the Railroads in fee, together with easements for the Railroads, their successors and assigns and lessees, to construct and maintain slopes, fills and embankments. This agreement and undertaking on the part of the State shall be and is subject to the following terms, provisions and conditions:

First. Said easements shall be granted by written instruments in form and substance satisfactory to the Railroads, duly executed, acknowledged and delivered by the State and shall be such as to vest in the Railroads, their successors, assigns and lessees, in respect to the lands described therein, the right to use same for the purposes hereinbefore in this paragraph stated.

Second. Said easements shall be executed in consideration of the benefits inuring to the State under this agreement and without cost, expense or charge to the Railroads, their successors, assigns or lessees, excepting that if the Railroads elect to acquire from the State under this paragraph easements on any property of the State outside of areas actually occupied by said highway or slopes or embankments thereof, then the Railroads as to such property outside of highway, slope and/or embankment areas, will upon conveyance of such easements pay to the State Highway Commission the actual cost to the latter without interest, of acquiring such property outside of said highway, slope and/or embankment areas; but the obligation to make such payments shall not apply to or include any lands now owned or hereafter acquired by the State Highway Commission of Oregon from the State of Oregon.

(4) Nothing contained in this section shall in any way abrogate, modify or lessen the obligations of the State to convey land to Oregon-Washington Railroad & Navigation Company as herein elsewhere provided.

Section 8. SAFETY MEASURES. All work of the State contemplated by this Agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or any other party or parties lawfully occupying railroad property, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations and communications are of the utmost importance, and in order that same may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all of said work of the State (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay the maintenance or operation of the Railroads' tracks or facilities or any communication lines or appurtenances or any thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors and subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay the operation of the Railroads or other parties lawfully occupying railroad property, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such other parties may be responsible, or to property of the Railroads or such other parties.

(c) If at any time the Railroads and the Chief Engineer of the Oregon State Highway Commission, or the Railroads' representative and said Chief Engineer's representative, shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) The State shall not suffer or permit debris incidental to the work to be performed by the State or its contractors or subcontractors to foul the drainage ditches, ballast or roadbed of the Railroads, and if such debris is cast thereon, the State shall immediately remove same at its own expense.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad and communication facilities against danger of damage, destruction or interference.

(f) The State, its contractors or subcontractors, shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed.

(g) If the State, its contractors or subcontractors, shall find it necessary to excavate from existing slopes adjacent to the tracks of the Railroads or to create new slopes in the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, its contractors or subcontractors, shall not cast any earth, rock, debris or other material or thing upon the property of the Railroads. The right of the Railroads to protect their tracks, property and facilities against slides of earth, rock or other material or resulting from the presence of the highway in the location aforesaid, and to remove such earth, rock or other material at the expense of the State, is hereby recognized. In such event the State, at its own expense, will take all action necessary to protect and preserve its highway from slides and shall not hold the Railroads responsible therefor. The handling and disposal of snow and ice shall be subject to and controlled by the agreement between the Railroads and the State dated March 26, 1937, and any amendments thereof and supplements thereto.

(i) The State, at its own expense, shall provide suitable facilities for draining said highway and shall not suffer or permit drainage water from the same to flow or collect upon property of the Railroads. The State, at its own expense, shall and will provide adequate passageway for the waters of any stream upon or across the property of the Railroads, so that said waters may not be impeded or obstructed or caused to back up and overflow the property of the Railroads or any part thereof.

(j) Before commencing any work of construction or maintenance contemplated by this agreement, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during the progress of the work.

Section V. INDEMNITY.

(a) So far as it lawfully may do so, the State shall protect, indemnify and save and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, and each of them, from and against any and all loss, cost, damage, expense and liability by reason of injury to or death of persons whomsoever (including officers, agents, servants, employees and passengers of the Railroads and of such other occupants or any of them) or damage to or destruction of property whatsoever (including property of or in the custody of the Railroads and such other occupants or any of them), directly or indirectly caused by or in any manner resulting from any act or omission of the State or of its contractors, subcontractors, agents, servants or employees in the performance of any work contemplated by this agreement.

(b) If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 16. INSURANCE.

(a) In the event the State performs all or any part of the work to be performed by it under this agreement through a contractor or contractors, the State shall require such contractor or contractors, before beginning work, to furnish for and in behalf of and in favor of the Railroads and any other corporation, person or firm lawfully occupying their property, reliable and satisfactory public liability and property damage insurance; said public liability insurance providing for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of bodily injuries to or death of more than one person in any one accident; and said Property Damage Insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one accident, and, subject to that limit, a total (or aggregate) limit of Four Hundred Thousand Dollars ($400,000) for all damages arising out of injury to or destruction of property during the period of work. The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads and of any other corporation, person or firm lawfully using their property. The term "property" as herein used shall include as well as other property, property of and property in the custody of the Railroads and of any other corporation, person or firm lawfully using their property.

(b) Each such insurance policy shall be issued by a reliable insurance company authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(c) With respect to the work to be performed by the Railroads as herein elsewhere provided, the Railroads shall have the right to obtain, at the expense of the State, insurance protection similar to that provided for in Federal Works Program General Memorandum No. 3 dated January 27, 1937.

Section 11. SLOPE.

(a) In so far as this agreement covers area included and covered by that certain agreement dated June 30, 1950, between the Railroads, the State and the County of Hood River, relating to the [illegible] Section of the highway, this agreement shall and does supersede said agreement dated June 30, 1950; but otherwise said agreement dated June 30, 1950, shall be and remain in full force and effect, subject to termination as therein provided. Without limiting the generality of the foregoing, said agreement dated June 30, 1950, shall be and hereby is terminated in so far as it relates to the slope areas designated as Parcels 3 and 4 and colored green on Drawing No. [illegible] hereto attached.

(b) The State and Hood River County each does hereby relinquish all easements and rights of way for the present Columbia River Highway so far as the same or any part or slope thereof now encroaches upon property of the Railroads between the points covered by this present agreement, including, but not limited to, any and all rights heretofore acquired and enjoyed under that certain contract dated August 17, 1914, between Oregon-Washington Railroad & Navigation Company and Hood River County, and amendments thereof and supplements thereto. As soon as the highway shall have been relocated and reconstructed by the State in the location shown on the location map, the present highway between the points covered by this present agreement shall be permanently closed and vacated in the manner provided by law. To that end the State, acting by and through its State Highway Commission, shall and will promptly take all action required or contemplated by Chapter [illegible], Oregon Laws 1943 (§§ 100-139, 100-143 OCLA) and furnish the Railroads satisfactory evidence thereof.

(c) The County of Hood River executes this agreement solely for the purpose of indicating its consent to and concurrence in the provisions of this section.

Section 12. MAINTENANCE OF STABILITY. As a material consideration for this agreement, the State agrees that it will not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the present or relocated tracks or facilities of the Railroads, and that if such stability shall be disturbed through the activity of the State or its contractors or others acting under its authority, the State shall assume full responsibility therefor and all expense resulting therefrom, and shall indemnify and hold harmless the Railroads and any other corporation, person or firm lawfully occupying their property, from and against any and all loss, cost, damage, expense and liability resulting therefrom.

Section 13. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein written.

[illegible] RAILROAD &
[illegible] COMPANY,
[illegible] RAILROAD COMPANY

By ______________________
President

ATTEST:

____
Assistant Secretary

STATE OF MISSOURI, acting by and through the State Highway Commission

By ______________________
[illegible]

____
[illegible]

____
[illegible]

As the State Highway Commission of Missouri

[illegible]

ATTEST:

____
[illegible]

____
[illegible]

COUNTY OF [illegible]

By ______________________

____

____

[illegible]

ATTEST:

____
[illegible]

Exhibit A

Beginning on the existing centerline of O.W.R. & N. Co. [illegible] at Engineer's Station [illegible], said station being in [illegible] of Section [illegible], Township [illegible] North, Range [illegible] East, W.M., [illegible] County, Oregon, [illegible]

RAILROAD COMPANIES
FILE No. [illegible]

THIS AGREEMENT made this second day of June 1952, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"); the STATE OF OREGON, acting by and through its State Highway Commission (hereinafter called "State"), and GUY F. ATKINSON COMPANY, a Nevada corporation (hereinafter called "Contractor"),

WITNESSETH:

WHEREAS:

1. There is in effect between the Railroads and the State an agreement dated November 1, 1951, providing for relocation of Columbia River Highway and of the Railroads' main-line track and facilities in the vicinity of Mitchell Point in Hood River County, Oregon.

2. There is in effect between the State and the Contractor an agreement dated December [illegible], 1951, providing for performance by the Contractor for the State, of the work therein described.

3. Said agreement between the Railroads and the State provides for two undercrossings of the Railroads' track for the convenience of the State and its contractors. In lieu of said two undercrossings, the State and the Contractor have requested the Railroads, for the convenience of the Contractor and its subcontractors, to permit one overcrossing and one grade crossing at the locations hereinafter described, and the Railroads are willing to comply with said request upon and subject to the terms, provisions and conditions hereinafter stated.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. Instead and in lieu of the two temporary undercrossings referred to in Section 3(d) of said agreement between the Railroads and the State dated November 1, 1951, the Railroads hereby grant the State and the Contractor permission to construct, maintain and use during the term of this agreement, only for the convenience of the State, the Contractor and its subcontractors, and not for public use:

First. A private roadway and bridge (including approaches) over and across the Railroads' right of way and tracks above the grade thereof, at Railroad Engineer's Station [illegible] plus [illegible] ([illegible]) in the [illegible] of [illegible] of Section [illegible], Township [illegible] North, Range [illegible] East, of Willamette

Meridian, in Hood River County, Oregon, in the location represented by yellow outline on map attached hereto, marked "Exhibit A" and by this reference made a part of this agreement; and

Second. A private roadway across the Railroads' right of way and main track at common grade thereunder, at Railroad Engineer's Station [illegible] plus [illegible] (M.P. [illegible]) in the [illegible] of Section [illegible], Township [illegible] North, Range [illegible] East of Willamette Meridian, in Hood River County, Oregon, in the location represented by yellow outline on map attached hereto, marked "Exhibit B" and by this reference made a part of this Agreement.

The rights hereby granted are subject and subordinate to all outstanding and superior rights, whether public or private, and any extensions and renewals thereof, and are also subject and subordinate to use of the Railroads' property for railroad purposes.

Section 2. The crossings mentioned in Section 1 hereof and all structures and appurtenances thereof shall be constructed, maintained and (upon the expiration or termination of this agreement) removed by the Contractor, without expense to the Railroads; provided that the Railroads shall have the right, but shall not be obligated, to perform any part or parts of said work and to furnish materials, labor and equipment therefor at the expense of the Contractor; and provided that at said grade crossing the Railroads shall, at the expense of the Contractor, install, maintain and remove automatic crossing signals and their appurtenances, which shall be and remain the property of the Railroads; and provided further that if in the judgment of the Railroads changes are necessary in the Railroads' communication, signal or other wires, fences, structures or facilities to accommodate said crossings or either of them, the Railroads shall make such changes, and upon removal of said crossings, shall restore the facilities so changed to original location or condition, all at the expense of the Contractor. The Contractor shall reimburse the Railroads promptly for all expense incurred by the Railroads as provided herein, and expense of supervision, and expense of flagging railroad operations, and for all material, labor and equipment furnished by the Railroads; but upon removal of signal equipment paid for by the Contractor, the Railroads shall allow to the Contractor credit for the net salvage value thereof. All work of the Contractor contemplated by this agreement shall be done and completed in a manner satisfactory to the Superintendent of the Railroads, and said bridge shall be constructed and maintained in accordance with plans and specifications therefor, approved by the Railroads before construction thereof.

Section 3. All work of the Contractor under this agreement shall be so performed and the crossings authorized by this agreement shall be so used by the State, the Contractor and subcontractors, as not to endanger, interrupt or interfere with the

Railroads' operations may cause injury to persons or damage to property for the safety of whom or of which the Railroads may be responsible or to property of the Railroads. The Contractor will indemnify and hold harmless the Railroads from and against any loss, cost, damage, expense, claims, demands, causes of action and liability for injury to or death of persons whosoever and for damage to or loss or destruction of property whatsoever, resulting or growing out of construction, maintenance and use of said crossings by the Contractor or its subcontractors.

Section 4. In consideration of the fact that the rights granted by this agreement are granted by the Railroads at the request of and for the benefit of the State and Contractor, it is agreed that, as between the State and the Railroads, the State hereby assumes full responsibility for performance by the Contractor of each and all of the Contractor's obligations hereunder, and the State hereby agrees that said agreement dated November 8, 1951, and each and all of the terms and provisions thereof (including protective, indemnifying and insurance provisions) shall apply to the construction, maintenance and use of the crossings referred to in this agreement as well as to the other work and operations mentioned in said agreement dated November 8, 1951. The Railroads assume no responsibility for performance of any obligations of either party under the aforesaid contract between the State and the Contractor dated December 14, 1951, or any other contract between them.

Section 5. The two temporary undercrossings provided for in Section 3(d) of the agreement between the Railroads and the State dated November 8, 1951, shall not be constructed, unless called for by the State. This agreement does not release the State from any of its obligations under the said agreement dated November 8, 1951, and said agreement, except as herein expressly modified, shall remain in full force and effect. If the Railroads have paid or incurred any expense on account of the two temporary undercrossings provided for in said agreement dated November 8, 1951, the Contractor will assume and bear said expense and reimburse the Railroads therefor.

Section 6. This agreement shall be effective as of the 20th day of February 1952, and shall remain in full force and effect for the term of [illegible] thereafter, or until the crossings hereby authorized are both removed, whichever first occurs. If the State or Contractor shall fail, refuse or neglect promptly to keep, observe and perform the obligations of this agreement, the Railroads may immediately, or at any time thereafter, terminate this agreement and all rights of the State and Contractor hereunder. Neither the expiration nor termination of this agreement shall release or discharge the State or Contractor from any obligation hereunder which may have accrued, or liabilities accrued or accruing, which may have arisen prior thereto.

Section 7. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns; [illegible] assign this agreement or any interest herein or right hereunder without first obtaining the written consent of the [illegible].

IN WITNESS WHEREOF, the parties have executed this agreement as of the day and year first herein written.

[illegible] RAILROAD &
[illegible]
[illegible] RAILROAD COMPANY

By ______________________
[illegible]

ATTEST:

____
[illegible]

RECOMMENDED FOR APPROVAL

____
[illegible]

[illegible]

____
[illegible]

[illegible]

STATE OF ALASKA, acting by and through the Alaska Highway [illegible]

By ______________________
[illegible]

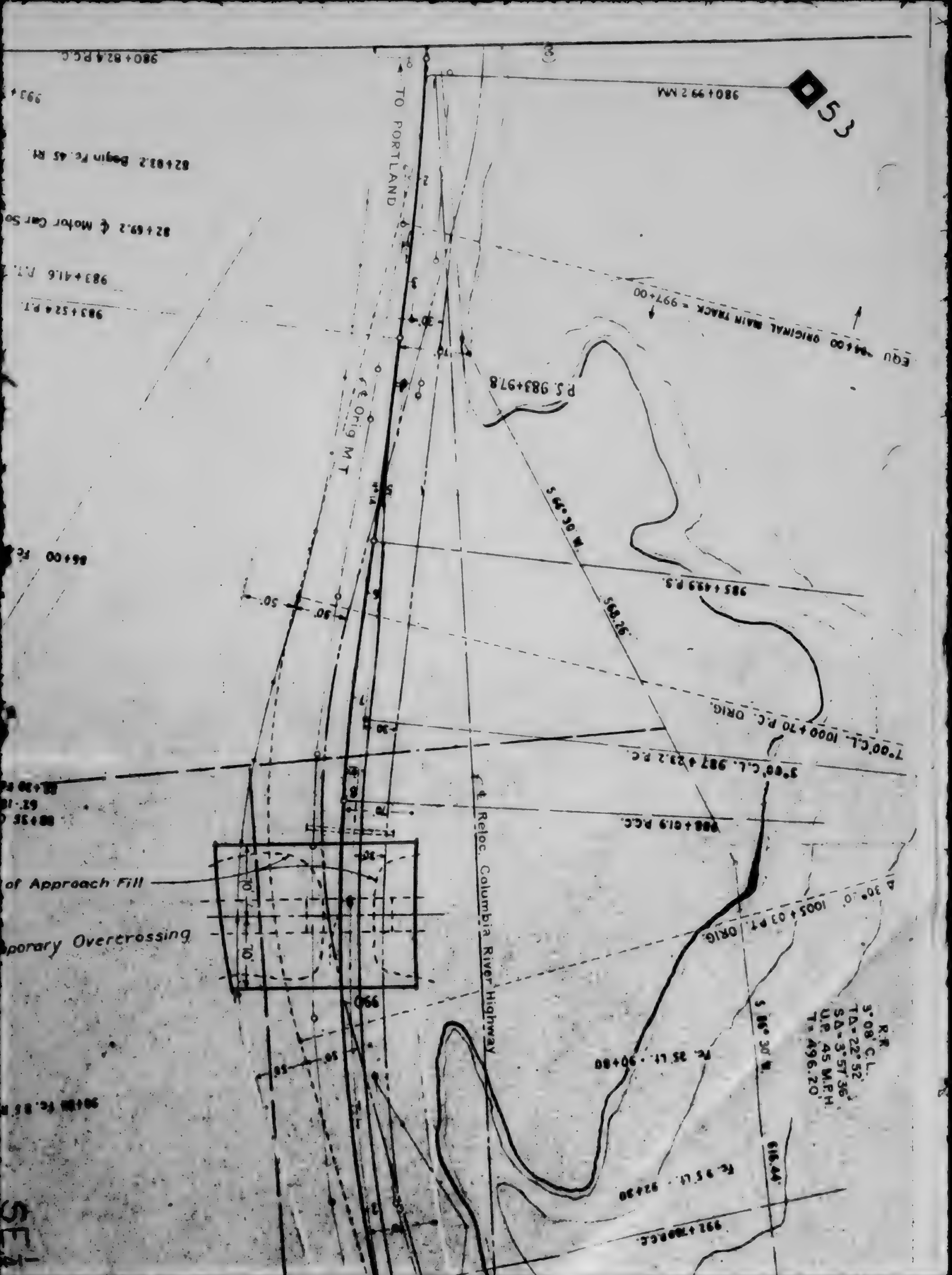
____
[illegible]

____
[illegible]

[illegible] Highway [illegible]
[illegible]

[illegible]

By ______________________



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980+99.2 MM
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TO PORTLAND
82+83.2 Begin Fc. 45 Rt
82+69.2 ℄ Motor Car So
983+41.6 P.T.
983+52.4 P.T.
EQU 94+00 ORIGINAL MAIN TRACK = 997+00
P.S. 983+97.8
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S 64°30' W
84+00 Fc
985+49.9 P.S.
568.26
50'
50'
30'
7°00' C.L. 1000+70 P.C. ORIG.
5°00' C.L. 987+23.2 P.C.
988+61.9 P.C.C.
℄ Reloc. Columbia River Highway
of Approach Fill
porary Overcrossing
10'
10'
Δ 30°0' 1005+03 P.T. ORIG.
S 86°30' W
R.R.
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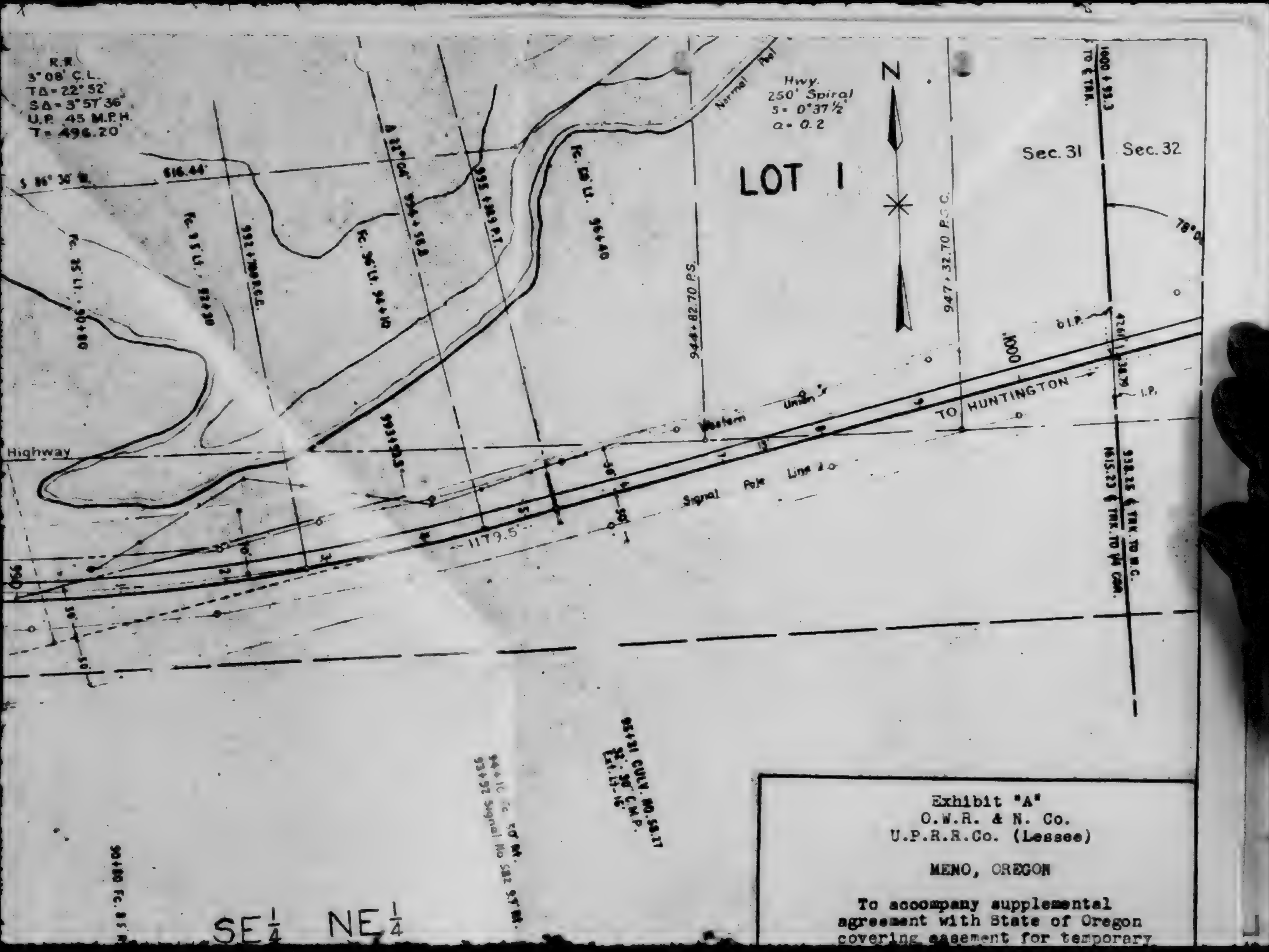
TΔ=22°52'
SΔ=3°57'36"
U.P. 45 M.P.H.
T=496.20'
Fc. 35' Lt. 90+80
Fc. 95' Lt. 92+80
616.44
992+36 P.C.
90+10 Fc. 85' Rt


R.R.
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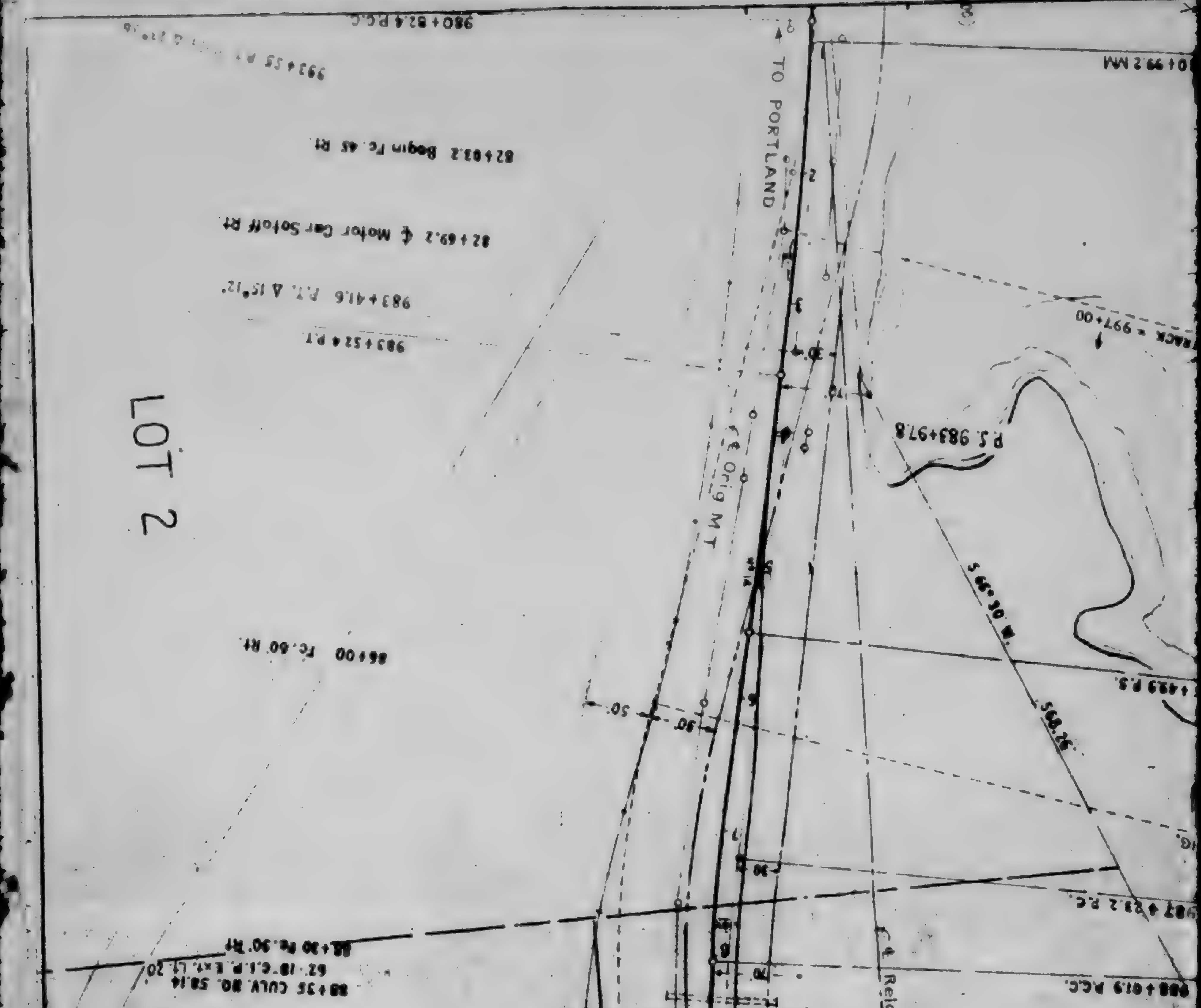
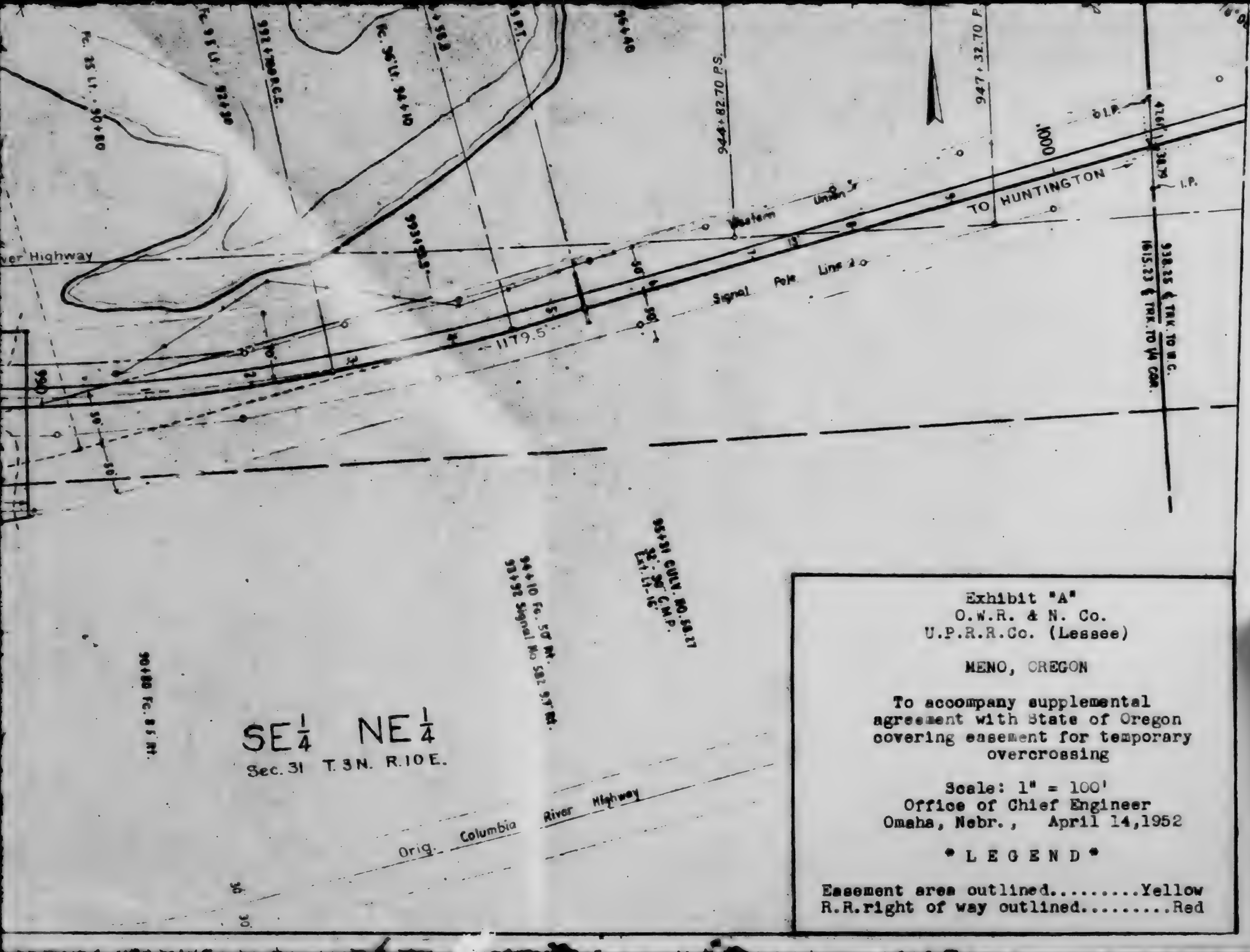
Fc. 95' Lt. 92+30
992+[illegible] C.C.
Δ 22°04'
994+58.8
Fc. 36' Lt. 94+10
995+[illegible] P.T.
Fc. [illegible] Lt. 96+40
944+82.70 P.S.
947+32.70 P.S.C.
Normal Pool
Hwy.
250' Spiral
S=0°37½'
a=0.2
LOT 1
N
Sec. 31
Sec. 32
1000+93.3
TO ℄ TRK.
78°00'
1000'
61 I.P.
I.P.
4761
38.79
TO HUNTINGTON
Western Union
Highway
993+[illegible]
Signal Pole Line
1179.5'
950
938.25 ℄ TRK. TO W.C.
1615.23 ℄ TRK. TO ¼ COR.
95+31 CULV. NO. 58.17
32' 30" C.M.P.
Ext. Lt. 16'
94+10 Fc. 50' Rt.
93+92 Signal No 582 97 Rt.
90+80 Fc. 85' Rt.
SE¼ NE¼

Exhibit "A"
O.W.R. & N. Co.
U.P.R.R.Co. (Lessee)

MENO, OREGON

To accompany supplemental
agreement with State of Oregon
covering easement for temporary


TO PORTLAND
LOT 2
℄ Orig M T
P.S. 983+97.8
S 65°30' W
568.26
℄ Reloc. Columbia River Highway
Approx. Toe of Approach Fill
989+13.8 ℄ Temporary Overcrossing
SE 1/4
Sec. 31 T.
980+82.4 P.C.
82+03.2 Begin Fc. 45 Rt
82+69.2 ℄ Motor Car Setoff Rt
983+41.6 P.T. Δ 15°12'
983+52 P.T.
86+00 Fc. 60 Rt
88+30 Fc. 30' Rt
88+35 CULV. 80. 58.14
90+80 Fc. 8' Rt
987+23.2 P.C.
988+61.9 P.C.
997+00
990
70'
30'
50'



Fc. 35 Lt. 90+80
Fc. 95 Lt. 92+30
932+70 R.C.E.
Fc. 36 Lt. 94+10
96+40
944+82.70 P.S.
947+32.70 P.S.
1000'
TO HUNTINGTON
I.P.
Western Union
Signal Pole Line
1179.5'
River Highway
938.25 ℄ TRK. TO M.C.
1615.23 ℄ TRK. TO ¼ COR.
95+31 CULV. NO. 58.27
36" C.M.P.
94+10 Fc. 50 Rt.
93+92 Signal No 582 97 Rt.
90+80 Fc. 85 Rt.
SE¼ NE¼
Sec. 31 T. 3N. R. 10 E.
Orig. Columbia River Highway
30'

Exhibit "A"
O.W.R. & N. Co.
U.P.R.R.Co. (Lessee)

MENO, OREGON

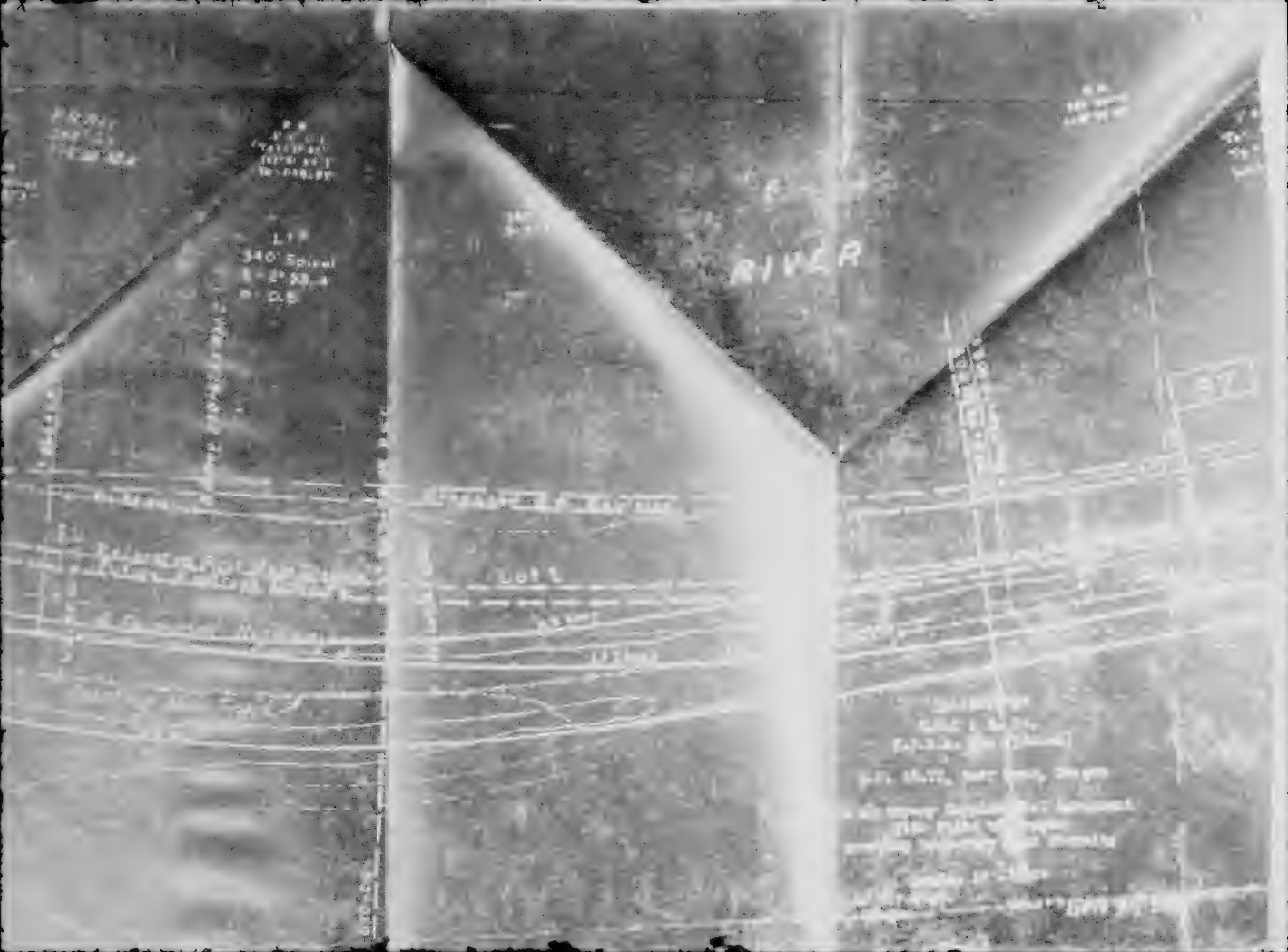
To accompany supplemental agreement with State of Oregon covering easement for temporary overcrossing

Scale: 1" = 100'
Office of Chief Engineer
Omaha, Nebr., April 14,1952

* L E G E N D *

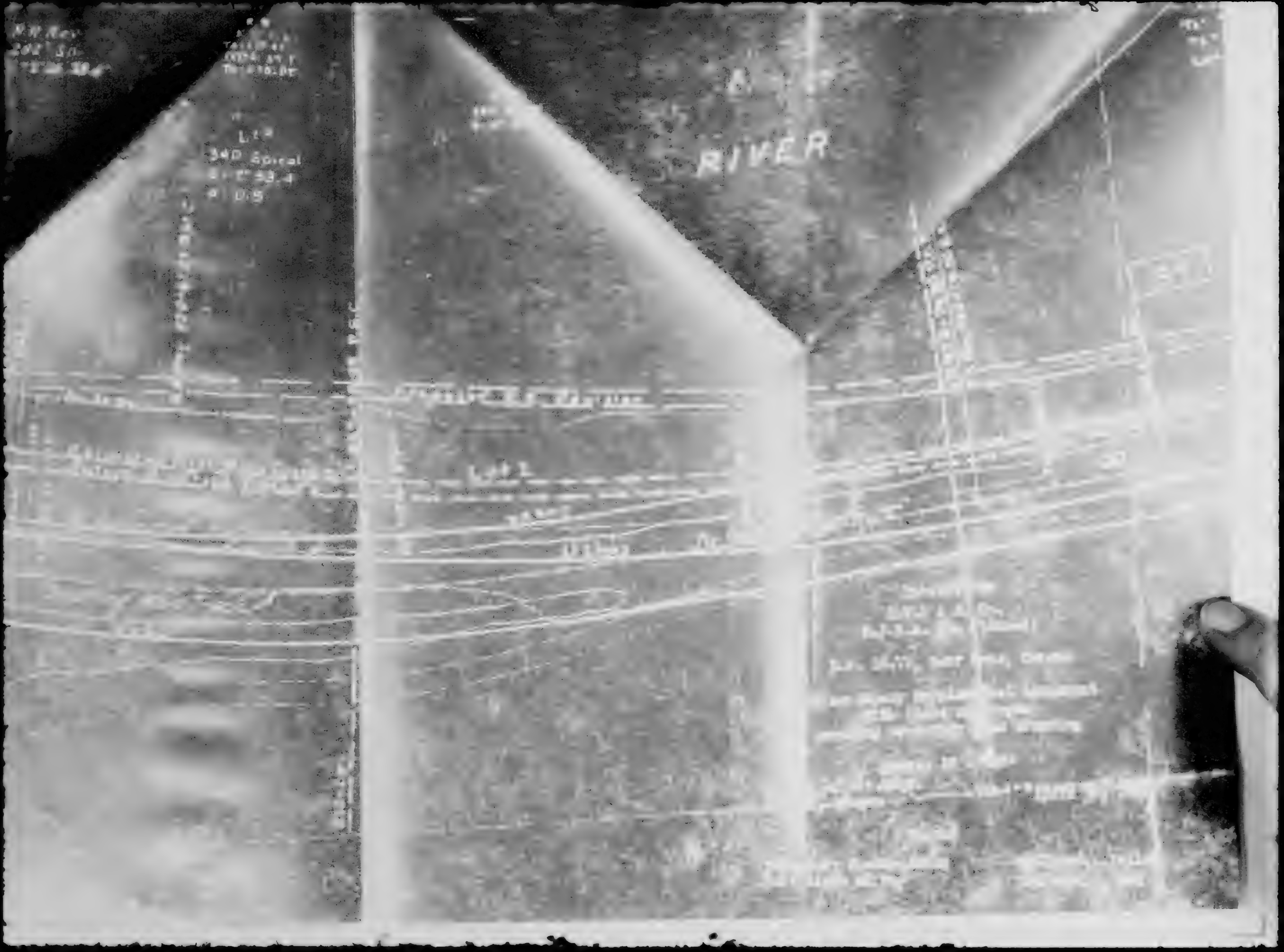
Easement area outlined.........Yellow
R.R.right of way outlined.........Red

COLUMBIA
Temporary Crossing Signal
Lot 5


RIVER
L.T.
340' Spiral
Lots
37

COL
MBIA
T.3N.R.9E.

1A
340 Spiral
Highway


34D Spiral
RIVER

F-12 (2) Gilchrist-Willamette Jct. [illegible]
F-126(2) Unit of the La Pine-Diamond Lake
43606 Jct. Sec. of The Dalles-Calif. Hwy.

EA492AM

RECEIVED
AUG

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1959

SUBJECT: Mining Claims
Gilchrist-Diamond Lake Jct.
The Dalles-California Highway
Klamath County

To: Mr. L. I. Lindas
Chief Counsel
OFFICE

Mr. W. T. Wright
Right of Way Engineer
OFFICE

Since 1951 and 1954, we have carried on our unclosed list a number of mining claims for the Gilchrist-Diamond Lake Junction Section of The Dalles-California Highway as reconstructed across U. S. Forest land. All of these mining claims are on the U. S. National Forest land, from which we acquired a Special Use Permit, under file No. 22090, on May 11, 1954.

Originally we had 24 files listed for mining claims. Some of these were closed out by quitclaim deeds after options were acquired. Some of the files were never optioned and on others an insufficient number of owners was obtained to clear the transactions. We have not made payment on any of them. On one mining claim, our file No. 18190, we secured a $164.00 bargain and sale deed from L. Bauman and wife, but before we could make payment, our Design and Title Departments revised the area to 1.58 acres. At that point we gave up in disgust. See our letter of March 18, 1953.

Last winter a memo came from the General Land Office stating that if the State would pay the cost of an Inspector to review the mining claims, they would render a decision as to the validity of said claims. The purpose of this letter is to inquire as to whether the State Highway Department wishes to use these unclosed mining claims as a guinea pig on this procedure.

We are attaching a list of 26 files on which we have tabulated information on said claims. Perhaps where no option was ever signed, nothing should be started as it is doubtful whether our right of way would ever be contested. Perhaps the same would hold true for all of the claims as none of the mining claim claimants have ever inquired as to the closing of the files.

EARL F. SALING
Right of Way Office Manager

EFS:jm
encl. Tabulated List

Mining Claims
Gilchrist-Diamond Lake Jct. Section
The Dalles-California Highway
Klamath County

File No.	No. Owners	No. Owners Signing Deed	Date of Deed	QC Deed	B & S Deed	O.T.R.	Map Number
18186	16	2	2-23-52		x	x	7B-8-15 4B-17-6
18187	21	None	- -			x	4B-17-6
18188	8	2	10-14-54		x	x	"
18189	8	8	10-1-55 9-23-55 2-7-52	2 QC		x	"
18190	2	2	3-10-52		x	x	"
18191	2	2	2-25-52		x	No	"
21907	6	None	- -			No	7B-26-17
21915	12	2	10-7-54		x	No	7B-26-17
21916	2 ?	None	- -			No	"
21917	8	None	- -			No	"
21918	8	None	- -			No	"
21919	8	None	- -			No	"
21920	2	2	9-30-54	2 QC		No	7B-26-18
21921	2	2	9-30-54	2 QC		No	"
21922	2	2	9-1-54	2 QC		No	"
21923	8		No Option Signed			No	"
21924	8		No Option Signed			No	"
21925	8		No Option Signed			No	"
21926	9	9	3-17-55 9-7-54	x		No	"
21927	1	1	3-17-55	x		No	7B-26-19
21928	1	1	3-17-55	x		No	"
21929	1	1	3-17-55	x		No	"
21930	8	2	11-19-54	x		No	"
21931	10	10	11-19-54		x	No	"
21932	8	1	3-17-55	x		No	"
21933	1		No Option Signed			No	"

RECEIVED
FEB 25 1957
FOR FILING

14

HUGH B. COLLINS
ATTORNEY AT LAW

TELEPHONE 2-9034

107 EAST MAIN STREET
MEDFORD, OREGON

[illegible]
3606

IN REPLYING REFER TO:

February 21, 1957

Secretary Oregon State Highway Commission
Salem, Oregon

Re: Contracts 3606 and 3609

Dear Sir:

Thank you very much for sending me certified copies of these contracts.

I enclose an affidavit for your records.

Very truly yours,

HUGH B. COLLINS

HBC/l
enc.

REFERRED TO
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
FEB 25 1957
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss.
County of Jackson)

Being first duly sworn, I depose and say that Ray Larson and Mary B. Brown each has a claim against the bond accompanying Contract No. 3606. Each of these claims arises out of injury sustained as a result of performance by the contractor of the work covered by the contract.

Subscribed and sworn to before me this 21st day of February, 1957.

Claudia Kowd

NOTARY PUBLIC FOR OREGON

Seal

My commission expires Jan. 16, 1959

RECEIVED
FEB 20 1957
FOR FILING

February 19, 1957

Mr. Hugh B. Collins
Congress Hotel
Portland, Oregon

Dear Sir:

As requested in your letter of February 16, we are preparing and will forward by separate mail two certified copies of Contract No. 3606 with R. A. Heintz Construction Co., and two certified copies of Contract No. 3609 with Warren Northwest, Inc.

We will be glad to furnish these copies but we are required by law to secure an affidavit of claim for each of the contracts. Will you please furnish these to us?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HUGH B. COLLINS
ATTORNEY AT LAW

TELEPHONE 2-9034

107 EAST MAIN STREET
MEDFORD, OREGON

IN REPLYING REFER TO:

February 16, 1957

Secretary
State Highway Commission
Salem, Oregon

Re: Contract 3606, R. A. Heintz Const. Co.
3609, Warren Northwest, Inc.

Dear Sir:

As your records will show, Mary Brown and Ray Larson filed claims against the above bonds with the Secretary of State. Information copies were sent to you.

Their cases against the above contractors are being tried in Portland this coming week, and we urgently need two certified copies of each contract. We will be greatly indebted to you if you will certify and mail these copies to:

Hugh B. Collins
Congress Hotel
Portland, Oregon

Very truly yours,

Hugh B. Collins
HUGH B. COLLINS

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
FEB 18 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 6 1957
FOR FILING

[illegible]
[illegible]
[illegible]

February 6, 1957

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

ATTENTION: Mr. Eppling

Dear Mr. Eppling:

Pursuant to your telephonic request to our Mr. Virgil O'Neil this morning, I am transmitting to you herewith a certified copy of the plans for the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway, Klamath County, Contract No. 3606, and a certified copy of the plans for the Forest Boundary-Gilchrist Unit, Lapine-Diamond Lake Junction Section of the same highway, Contract No. 3609.

No charge for these maps.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG/dp
Enclosures

4V-9-1
4V-9-3

Warren Northwest Inc.
P.O. Box 5012
Portland Oregon
[illegible]

Wants certified copy of plans for Contract 3606, Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Jct Sec. & Contract 3609, Forest Bdy-Gilchrist Unit, Lapine-Diamond Lake Jct Sec

Send bill, wants this week for Lawsuit Monday

RECEIVED
FOR FILING
[illegible]

August 2, 1954

Glens Falls Indemnity Company
Portland Service Office
225 SW 4th Street
Portland, Oregon

ATTENTION: James V. Riley

Dear Sir:

Concerning the certified copies of contract No. 3606 and contract No. 3609 sent to you recently, we are required by law to secure an affidavit of claim when such copies are furnished.

Attached is an excerpt from the Oregon Laws in which we have checked in red the section pertaining to such affidavit.

It will be much appreciated if you will furnish such a paper in the near future.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

A. E. McQUADE
CLAIM MANAGER

PORTLAND SERVICE OFFICE
225 S.W. 4TH STREET
TELEPHONE ATWATER 7344

PORTLAND, OREGON

July 29, 1954

Oregon State Highway Department
Salem,
Oregon

Attention: Mr. H. B. Glaisyer
Secretary

Re: Claim No. 73-L-21654K
Insured: Warren Northwest, Inc.
D/L: 9-12-52

Gentlemen:

Your letter of July 23, 1954, has been received.

We have also received certified copies of contracts number 3606 and 3609.

No! In your letter of July 23, 1954, you asked that we write to you and confirm the fact that we require the certified copies of the above mentioned two contracts for purposes of litigation. I believe that this letter will serve as that confirmation but in the event you require anything additional, please let us know.

We wish to take this opportunity to thank you for your kind cooperation and consideration.

Very truly yours,

PORTLAND CLAIM DEPARTMENT

James V. Riley

James V. Riley
Adjuster

JVR:ah

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
JUL 30 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILING

July 23, 1954

Glens Falls Indemnity Company
225 SW 4th Avenue
Portland, Oregon

ATTENTION: Mr. Riley

Dear Sir:

As requested by phone yesterday, we are sending you by separate mail one copy each of contract No. 3606 and contract No. 3609, both certified.

It will be much appreciated if you will submit an affidavit of claim stating the purpose for which these copies are desired.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

RECEIVED

FOR FILING

June 29, 1954

Mr. Paul W. Haviland
Attorney at Law
Goldy Building
Medford, Oregon

Dear Sir:

As requested in your letter of June 28, we are forwarding by separate mail certified copies of contracts and bonds Nos. 3606 and 3609 awarded to R. A. Heintz Construction Company and Warren Northwest, Inc.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

PAUL W. HAVILAND
ATTORNEY AT LAW
GOLDY BUILDING
MEDFORD, OREGON

June 28, 1954

Mr. H. B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Please be advised that I represent Mrs. Lucile Larson and Mrs. Mary B. Brown who were injured as the result of an accident in which the vehicle in which they were riding was involved approximately 2½ miles north of Gilchrist, Oregon, on September 12, 1952.

The vehicle in which they were riding was struck by a truck operated by Warren Northwest, Inc., and R. A. Heintz Construction Co., and for that reason, it is necessary that I have certified copies for each case of your contracts Nos. 3606 and 3609, including Specifications and Contract Agreement for State Highway Construction, together with certified copies of the bonds on both of these contracts.

You will find enclosed supporting affidavits as required by statute covering the request for the certified contracts and bonds.

Your early cooperation in this matter will be appreciated.

Very truly yours,

Paul W. Haviland
Paul W. Haviland

PWH:ms
Encls

REFERRED TO Guerry
BY SECRETARY

prepare certified copy of each contract – and letter of transmittal.

RECEIVED

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Jackson)

I, Paul W. Haviland, being first duly sworn, depose and say: That on September 12, 1952, on U. S. Highway 97 approximately 2½ miles north of Gilchrist, Oregon, certain equipment being operated by Warren Northwest, Inc., and R. A. Heintz Construction Co., in performance of the work covered by State Highway Contracts Nos. 3609 and 3606, collided with a motor vehicle in which Lucile Larson was a passenger, as a result of which Lucile Larson received personal injuries which she alleges are in the sum of not less than $200,000.00.

Paul W. Haviland

Subscribed and sworn to before me
this 28th day of June, 1954.

Margaret A. Spencer
Notary Public for Oregon
My Commission expires: Dec. 11,1956

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Jackson)

I, Paul W. Haviland, being first duly sworn, depose and say: That on September 12, 1952, on U. S. Highway 97 approximately 2½ miles north of Gilchrist, Oregon, certain equipment being operated by Warren Northwest, Inc., and R. A. Heintz Construction Co., in performance of the work covered by State Highway Contracts Nos. 3609 and 3606, collided with a motor vehicle in which Mary B. Brown was a passenger, as a result of which Mary B. Brown received personal injuries which she alleges are in the sum of not less than $200,000.00.

Paul W. Haviland

Subscribed and sworn to before me
this 28th day of June, 1954.

Margaret A. Spruce
Notary Public for Oregon
My Commission expires: Dec. 11, 1956

RECEIVED
DEC 16 1953
FOR FILING

Lewis

PF-1 [illegible] (2)
PF-1 [illegible] (2)
3606

December 15, 1953

Mr. A. E. McQuade
Claims Manager
Glens Falls Indemnity Company
225 S. W. 4th Street
Portland, Oregon

Dear Mr. McQuade:

Thank you for your letter of December 11, 1953 regarding the claim of Harold and Mary Brown and Ray and Lucile Larson against R. A. Heintz Construction Company and Warren Northwest, Inc. arising out of State Highway Contracts 3609 and 3606.

It is noted that the truck involved in the accident was operated by Heintz and Ryan Contractors and not by Heintz and Warren Northwest as is alleged in the notice of the claim.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

NOTED ON CARD
12-15-53

RIFFITH, VICE-PRESIDENT
N L. SERGEANT, SECRETARY
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CAL.

A. E. McQUADE
CLAIM MANAGER

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

PORTLAND SERVICE OFFICE
225 S. W. 4TH STREET
TELEPHONE ATWATER 7344

PORTLAND, OREGON

December 11, 1953

Oregon State Highway Department

Salem, Oregon

Attn: Secretary

Re: Warren Northwest

Gentlemen:

Forwarded to this office is a letter from your department dated December 9, 1953 with regards injuries sustained by Harold and M ary Brown and Ray and Lucile Larson occurring on September 12, 1952. This in connection with Contract No. 3609 for work on the Forest Boundary-Gilchrist Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway; on Contract No. 3606 for work on the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

This said letter was sent to our insured, Warren Northwest, and stated that the truck involved was operated by Warren Northwest and R. A. Heintz Construction Company which is not the case. The truck involved in the accident was operated by the Heintz and Ryan Contractors and is fully covered by insurance through the Royal Indemnity Company.

I trust that this clarifies the situation for you.

Very truly yours,

A. E. McQuade

A. E. MC QUADE
CLAIMS MANAGER

AEM:jf

12-11-53

files

PE-PC (A)
PE-D (A)
3606

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

December 14, 1953

REFERRED TO
BY SECRETARY

F. QUERY

contract
3606

Oregon State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Re: Harold H. Brown, Lucile Larson, et al
R. A. Heintz Construction Company, Insured

Gentlemen:

We have a copy of your letter of December 9 in which you advise you attach copies of claims filed by Mr. and Mrs. Brown and Mr. and Mrs. Larson. Copies of same, however, were not enclosed.

As a matter of information, our investigation disclosed the claims should be directed to Heinz and Ryan who were owners and operators of the truck involved in the accident in question. We have been informed the Royal Indemnity are the insurers of Heinz and Ryan Company.

The claims do not fall in the category of a bond matter.

Very truly yours

Edward Boyle
Branch Claims Manager

EB:lg

RECEIVED FOR FILING

Lewis

December 9, 1953

United Pacific Insurance Company
Fidelity and Surety Department
Seattle 14, Washington

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Gentlemen:

Attached are copies of claims filed by Harold H. Brown, Lucile Larson, Mary E. Brown, and Roy H. Larson against Warren Northwest, Inc. on Contract No. [illegible] for work on the Forest Boundary-Gilchrist Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County and against R. A. Heintz Construction Company on Contract No. [illegible] for work on the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

These claims are for personal injuries suffered by the claimants due to a collision with a truck operated by Warren Northwest, Inc. and R. A. Heintz Construction Company on September 12, 1952.

We provide this information as your company appears as surety on the bond furnished with the contracts mentioned above.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]
Attach.
cc - United Pacific Insurance Co.
Branch Office

Mansfield & Company

Warren Northwest, Inc.

R. A. Heintz Construction Co.

NOTED ON CARD

12-9-53 g(

NOTICE

TO THE STATE OF OREGON and
TO THE STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Ray B. Larson, has a claim for personal injuries, property damage and for loss of consortium by reason of personal injuries suffered by his wife, Lucile Larson, in the sum of One Hundred Fifty Thousand Dollars ($150,000.00) against the bond taken from Warren Northwest, Inc., and their surety, United States Guarantee Company, and R. A. Heintz Construction Co., and their surety, United Pacific Insurance Company, for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, to-wit:

> The State Highway Contract No. 3609 awarded to Warren Northwest, Inc., for grading and paving the Forest Boundary-Gilchrist unit in Klamath County, Oregon; and
>
> The work under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co. for grading and paving the Gilchrist-Willamette Junction unit. ~~south of Gilchrist, Oregon.~~

That under State Highway Contract No. 3609 awarded to Warren Northwest, Inc., R. A. Heintz Construction Co. was a subcontractor, and under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co., Warren Northwest, Inc., was a subcontractor.

The claim arose on or about September 12, 1952, when the undersigned was injured and certain personal property damaged, and his wife, Lucile Larson, was injured as the result of a collision of the vehicle in which Ray B. Larson was the driver and in which Lucile Larson was a passenger, which said vehicle was struck by a truck operated by the said Warren Northwest, Inc., and R. A. Heintz Construction Co., and their employees and sub-contractors in the performance of said work.

Dated at Medford, Oregon, this 3rd day of December, 1953.

RAY B. LARSON
Ray B. Larson

PAUL W. HAVILAND
Paul W. Haviland-His Attorney
Suite 5, Goldy Building
Medford, Oregon

ENDORSED
File No. 3426
Filed-December 7, 1953
EARL T. NEWBRY, Secretary of State

NOTICE

TO THE STATE OF OREGON and
TO THE STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Harold H. Brown, has a claim for lost of consortium by reason of personal injuries to his wife, Mary B. Brown, in the sum of One Hundred Thousand Dollars ($100,000.00) against the bond taken from Warren Northwest, Inc., and their surety, United States Guarantee Company, and R. A. Heintz Construction Co., and their surety, United Pacific Insurance Company, for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, to-wit:

> The State Highway Contract No. 3609 awarded to Warren Northwest, Inc., for grading and paving the Forest Boundary-Gilchrist unit in Klamath County, Oregon; and
>
> The work under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co. for grading and paving the Gilchrist-Willamette Junction unit. ~~south of Gilchrist, Oregon.~~

That under State Highway Contract No. 3609 awarded to Warren Northwest, Inc., R. A. Heintz Construction Co. was a subcontractor, and under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co., Warren Northwest, Inc., was a subcontractor.

The claim arose on or about September 12, 1952, when the said Mary B. Brown, wife of Harold H. Brown, was injured as the result of a collision of the vehicle in which Mary B. Brown was riding with a truck operated by the said Warren Northwest, Inc., and R. A. Heintz Construction Co., and their employees and subcontractors in the performance of said work.

Dated at Medford, Oregon, this 3rd day of December, 1953.

HAROLD H. BROWN
Harold H. Brown

PAUL W. HAVILAND
Paul W. Haviland-His Attorney

Suite 5, Goldy Building
Medford, Oregon

ENDORSED
File No. 3427
Filed-December 7, 1953
EARL T. NEWBRY, Secretary of State

NOTICE

TO THE STATE OF OREGON and
TO THE STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Mary B. Brown, has a claim for personal injuries and property damage in the sum of Three Hundred Thousand Dollars ($300,000.00) against the bond taken from Warren Northwest, Inc., and their surety, United States Guarantee Company, and R. A. Heintz Construction Co., and their surety, United Pacific Insurance Company, for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, to-wit:

> The State Highway Contract No. 3609 awarded to Warren Northwest, Inc., for grading and paving the Forest Boundary-Gilchrist unit in Klamath County, Oregon; and
>
> The work under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co. for grading and paving the Gilchrist-Willamette Junction unit. ~~south of Gilchrist, Oregon~~,

That under State Highway Contract No.3609 awarded to Warren Northwest, Inc., R. A. Heintz Construction Co. was a subcontractor, and under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co., Warren Northwest, Inc., was a subcontractor.

The claim arose on or about September 12, 1952, when the undersigned was injured and certain personal property damaged as the result of a collision of the vehicle in which the undersigned was riding with a truck operated by the said Warren Northwest, Inc., and R. A. Heintz Construction Co., and their employees and subcontractos in the performance of said work.

Dated at Medford, Oregon, this 3rd day of December, 1953.

MARY B. BROWN
Mary B. Brown

PAUL W. HAVILAND
Paul W. Haviland-Her Attorney

Suite 5, Goldy Building
Medford, Oregon

ENDORSED
File No. 3428
Filed December 7, 1953
EARL T. NEWBRY, Secretary of State

NOTICE

TO THE STATE OF OREGON and
TO THE STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Lucile Larson, has a claim for personal injuries and property damage in the sum of Three Hundred Thousand Dollars ($300,000.00) against the bond taken from Warren Northwest, Inc., and their surety, United States Guarantee Company, and R. A. Heintz Construction Co., and their surety, United Pacific Insruance Company, for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, to-wit:

> The State Highway Contract No. 3609 awarded to Warren Northwest, Inc., for grading and paving the Forest Boundary-Gilchrist unit in Klamath County, Oregon; and
>
> The work under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co for grading and paving the Gilchrist-Willamette Junction unit. ~~south of Gilchrist, Oregon~~.

That under State Highway Contract No. 3609 awarded to Warren Northwest, Inc., R. A. Heintz Construction Co. was a subcontractor, and under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co., Warren Northwest, Inc., was a subcontractor.

The claim arose on or about September 12, 1952, when the undersigned was injured and certain personal property damaged as the result of a collision of the vehicle in which the undersigned was riding with a truck operated by the said Warren Northwest, Inc., and R. A. Heintz Construction Co., and their employees and subcontractors in the performance of said work.

Dated at Medford, Oregon, this 3rd day of December, 1953.

LUCILE LARSON
Lucile Larson

PAUL W. HAVILAND
Paul W. Haviland-Her Attorney
Suite 5, Goldy Building
Medford, Oregon

ENDORSED
File No. 3429
Filed December 7, 1953
EARL T. NEWBRY, Secretary of State

RECEIVED
FOR FILING

Lewis 5

December 9, 1953

See cont 3609 for original copy of claims

Hon. Earl T. Newbry
Secretary of State
Capitol

Attention: E. Libby

Dear Sir:

We acknowledge with thanks your letter of December 7 to which was attached three copies each of four claims filed with your office against Warren Northwest, Inc. on State Highway Contract No. 3609 and R. A. Heintz Construction Company on Contract No. 3606.

These claims bear your file Nos. 3426, 3427, 3428 and 3429.

Respectfully yours

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:md

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12-9-53 gl

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[illegible]
[illegible]
3606

December 8, 1953

C
O
P
Y

Mr. Paul W. Haviland
Attorney at Law
Goldy Building
Medford, Oregon

Dear Mr. Haviland:

This acknowledges your letter of December 3, 1953 transmitting copies of the claims of Lucile Larson, Mary B. Brown, Harold H. Brown, and Ray B. Larson against Warren Northwest, Inc., United States Guarantee Company, R. A. Hentz Construction Company, and United Pacific Insurance Company arising out of an accident that occurred on or about September 12, 1952, involving State Highway Contracts No. 3609 and 3606.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. Query

Mr. Query:

The above mentioned notices are attached hereto. Will you please prepare the customary letters to those contractors and their sureties.

HBG

RECEIVED
FOR FILING

R. H. Baldock

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

December 7, 1953

RECEIVED
DEC 10 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Paul W. Haviland, Attorney at Law, Goldy Building, Medford, Oregon and filed as of this date, four notices of claim by the following:

Ray B. Larson vs. Warren Northwest, Inc.; United States Guarantee Company; R. A. Heintz Construction Co.; and United Pacific Insurance Company in the sume of One Hundred Fifty Thousand Dollars ($150,000.00), for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, file No. 3426;

Harold H. Brown vs. Warren Northwest, Inc.; United States Guarantee Company; R. A. Heintz Construction Co.; and United Pacific Insurance Company in the sum of One Hundred Thousand Dollars ($100,000.00), for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, file No. 3427;

Mary B. Brown vs. Warren Northwest, Inc.; United States Guarantee Company; R. A. Heintz Construction Co.; and United Pacific Insurance Company in the sum of Three Hundred Thousand Dollars ($300,000.00), for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, file No. 3428;

Lucile Larson vs. Warren Northwest, Inc.; United States Guarantee Company; R. A. Heintz Construction Co.; and United Pacific Insurance Company in the sum of Three Hundred Thousand Dollars ($300,000.00), for the work of grading and paving the hereinafter described sections of highway located in Klamath County, Oregon, file No. 3429, to-wit:

NOTED

The State Highway Contract No. 3609 awarded to Warren Northwest, Inc., for grading and paving the Forest Boundary-Gilchrist unit in Klamath County, Oregon; and

The work under State Highway Contract No. 3606 awarded to R. A. Heintz Construction Co. for grading and paving the Gilchrist-Willamette Junction unit.

Our file Nos. 3426, 3427, 3428 and 3429.

We are enclosing three copies of the claims for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By
Clerk, Records Division

NF:K
Enc.

RECEIVED

FOR FILING

BF-126 (2)

R. H. Baldock.

Octo[illegible] 22nd, 1953

FINAL COST ANALYSIS

Gilchrist-Willamette Jct. Section
Contract #3606

The Dalles-California Highway
Prefix 18-1050 BF-120(2) BF-126(2)

R. A. Heintz Construction Co., Contractor
H. S. Cox, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$	$	$26,068.91	$30,000.00
Struct. Exc., Unclass.	622.08	Cu. Yd.	2.50	2.43	1,510.16	1,555.20
Trench " "	185.16	" "	2.50	1.29	239.55	462.90
General " "	411,947.8	" "	0.29	0.328	135,156.75	119,464.86
Short Overhaul	1,483,378	Yd. Sta.	0.01	0.01	14,833.78	14,833.78
Long Overhaul	48,384.5	C-Yd. Sta.	0.40	0.40	19,353.80	19,353.80
Finish R/B & Slopes	12.4	Mile	500.00	509.72	6,320.57	6,200.00
Rounding Cutbanks	14,606	Lin. Ft.	0.15	0.114	1,652.41	2,190.90
12" Concrete Pipe	2,048	" "	2.40	1.48	3,023.35	4,915.20
18" " "	1,671	" "	4.00	3.58	5,986.02	6,684.00
24" " "	114	" "	5.75	4.93	562.58	655.50
36" Concrete Pipe, Extra Strength	176	" "	11.00	10.53	1,854.74	1,936.00
18" Corr. Metal Pipe	84	" "	4.00	4.13	346.65	336.00
58" Arch Type Metal Pipe	16	" "	17.25	16.48	263.79	276.00
8" Sewer Pipe	164	" "	1.25	1.18	192.75	205.00
12" " "	1,789	" "	2.00	2.06	3,687.40	3,578.00
Salvage Culvert Pipe	315	" "	2.00	0.77	240.75	630.00
*Concrete Catch Basins	10	Each	70.00	70.00	700.00	700.00
*Type "B" Manholes	6	"	200.00	200.00	1,200.00	1,200.00
*Concrete Curbs	175.86	Cu. Yd.	64.00	64.00	11,255.04	11,255.04
Cinders in Subbase	77,433	" "	0.65	0.79	61,212.98	50,331.45
***1½"-0 Cr. Cinders in Base	35,474	" "	1.60	1.33	47,229.10	56,758.40
***3/4"-0 Cr. Mat'l. in Base	17,114	" "	2.00	1.51	25,762.86	34,228.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***3/4"-0 Cr. Mat'l. in Shldrs.	5,615	Cu. Yd.	$2.50	$1.92	$10,758.60	$14,037.50
Sprinkling	10,039.33	M-Gal.	2.50	1.84	18,441.67	25,098.33
***Preparation of Base	12.44	Mile	225.00	177.63	2,209.78	2,799.00
***3/4"-0 Mat'l. in Binder Course	1,546	Cu. Yd.	3.75	2.65	4,096.90	5,797.50
***Furnish & Place RC-3 Asphalt in Binder	200.02	Ton	48.00	46.18	9,237.07	9,600.96
***Class "B" Asphaltic Concrete	32,904.16	"	5.75	4.83	154,185.16	189,198.92
**Excav. for Structure	182.78	Cu. Yd.	6.00	6.00	1,096.68	1,096.68
**Struct. Exc. Below Elev. Shown	26.73	" "	10.00	10.00	267.30	267.30
**Class "A" Concrete	202.59	" "	68.50	68.50	13,877.42	13,877.42
**Metal Reinforcement	46,~~8~~537.81	Lb.	0.12	0.12	5,584.54	5,584.54
PA #1, Log & Deliver Ponderosa Pine in Log Pond	679.65	M-FBM	42.50	Note: This Cost Included in Clearing		28,885.13
*PA #2, Type "A" Manholes	1	Each	275.00	275.00	275.00	275.00
*PA #2, Type "B" Manholes	1	"	200.00	200.00	200.00	200.00
PA #2, 8" Concrete Sewer Pipe	399	Lin. Ft.	1.25	1.18	469.97	498.75
PA #2, Struct. Exc., Comm.	198.22	Cu. Yd.	2.50	2.43	481.20	495.55
PA #2, Struct. Exc., Solid Rock	42.93	" "	6.00	6.99	300.10	257.58
PA #3, Furn. & Install Fence	23.25	Rod	31.00	28.19	655.43	720.75
PA #3, Furn. & Install Gates	3	Each	16.70	15.73	47.19	50.10
PA #4, Clearing & Cleaning Up	2.78	Acre	300.00	296.32	823.78	834.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA #5, Special Borrow Exc., Unclass.	12,147.1	Cu. Yd.	$0.35	$0.27	$ 3,231.77	$ 4,251.49
PA #6, Install 8" Perf. Metal Pipe	238	Lin. Ft.	2.85	2.84	675.68	678.30
PA #6, Struct. Exc., Unclass.	28.05	Cu. Yd.	2.50	2.43	68.10	70.13
**PA #7, Cement Adj., In Favor of Contractor	10.13	Bbl.	5.00	5.00	50.65	50.65
Force Account					2,066.87	1,784.10
					$597,754.80	$674,159.71
Profit on Sale of Lodge Pole Pine						1,320.00
						$675,479.71

	Gross Revenue	Total Cost	Profit	% Profit
R. A. Heintz Construction Co.	$398,891.03	$378,785.26	$20,105.77	5.0%
Warren Northwest Co., Inc.	276,588.68	218,969.54	57,619.14	20.8%
Total	$675,479.71	$597,754.80	$77,724.91	11.5%

* Work done by O. C. Benard, subcontractor.
** Work done by Perkins Bros., subcontractor
*** Work done all or part by Warren Northwest Co., Inc.

Gilchrist-Willamette Jct.
R. A. Heintz Construction Co.

Detail of Cost

Labor:				
Labor & Supervision			$118,593.58	
Labor Insurance			7,167.37	$125,760.95
Materials:				
12" Concrete Pipe	2,491 Lin. Ft.	at $1.01	$ 2,515.91	
18" " "	1,671 " "	" 2.34	3,910.14	
24" " "	114 " "	" 3.19	363.66	
36" Concrete Pipe, Extra Strength	176 " "	" 7.62	1,341.12	
18" Corr. Metal Pipe	84 " "	" 2.70	226.80	
18" " " Bands	4 Each	" 3.05	12.20	
58" Arch Type Corr. Metal Pipe	16 Lin. Ft.	" 11.95	191.20	
58" Arch Type Corr. Metal Bands	1 Each	" 11.55	11.55	
8" Sewer Pipe, Concrete	563 Lin. Ft.	" 0.50	281.50	
12" " " "	1,787 " "	" 0.87	1,556.43	
8" Perf. Metal Pipe	238 " "	" 1.77	421.26	
8" Metal Bands	12 Each	" 2.23	26.76	
Wire Fence & Metal Post			332.81	
Wire Gates	3 Each	" 9.80	29.40	11,220.74
Equipment Rentals & Misc. Supplies:				
Equipment Rentals (Owned)			$113,754.65	
" " (Hired)			10,401.75	
Gas, Oil & Grease			19,426.95	
Powder, Caps & Wire			2,255.80	
Small Tools & Misc. Supplies			4,227.19	
P.L. & P.D. Insurance			1,521.26	
Bond			4,044.95	
Freight & Cartage			5,190.38	
Home Office & General Overhead			9,190.00	170,012.93
				$306,994.62
Paid to Emil Datcher, Subcontractor on Clearing				21,911.55
" " Bill Anderson, Subcontractor Hauling Water				15,546.85
" " Perkins Bros., Subcontractor on Curbs, Manholes & Catch Basin				13,455.85
" " Benard, Subcontractor on Bridge				20,876.39
				$378,785.26

Gilchrist-Willamette Jct.
Warren Northwest Co., Inc.

Detail of Cost

Labor:			
Labor & Supervision		$47,842.77	
Labor Insurance		3,079.05	
			$50,921.82
Materials:			
85-100 Asphalt	1,933 Tons at $28.38 Including Freight	$54,858.54	
RC-3 Asphalt	200.02 Tons at $32.04 Including Freight	6,410.64	
			61,269.18
Equipment Rentals & Misc. Expense:			
Equipment Rentals (Owned)		$50,590.48	
Hired Trucks (Incl. Operators)		27,170.21	
Gas, Oil and Grease		9,842.48	
Fuel Oil		10,364.80	
Small Tools & Misc. Supplies		1,164.83	
Freight & Cartage		2,338.37	
Bond		1,169.84	
Home Office & General Overhead		4,137.53	
			106,778.54
Total Cost			$218,969.54

Gilchrist-Willamette Jct.

Breakdown Cost of Class "B" Asphaltic Concrete

	Cost	Tons	Unit Cost
Move In and Set Up	$5,129.75	32,904.16	$0.156
Feed Aggregate Into Dryer	5,696.36	"	0.173
Heat & Mix	40,607.21	"	1.234
Haul to Street	14,283.69	"	0.434
Street Work	12,158.91	"	0.37
Cost of Aggregate	21,450.70	"	0.795
Cost of Asphalt Incl. Freight	54,858.54	"	1.667
	$154,185.16	32,904.16	$4.829

A 3,000-lb. per batch paving plant operated 309 hours to produce 32,904.16 tons, an average of 106.4 tons per hour.

Remarks:

This was a "Regular Federal Aid Project". The contract, calling for construction of 12.4 miles of highway roadbed, 11.59 miles of cinder subbase and 12.44 miles of asphaltic concrete pavement, was bid and awarded October 12th, 1951, and completed November 6th, 1952.

On November 20th, 1951, Emil Dachtler, subcontractor on clearing and grubbing, moved in D-8 cat and dozer, D-6 cat and dozer and a small crew of men and started clearing. The period from November to February, 1952, was spent in getting out logs and delivering to Gilchrist Lumber Co. Some of the timber belonged to Gilchrist Lumber Co., for which the State compensated the contractor. The subcontractor on clearing and grubbing was unable to finish his contract, causing the prime contractor to finish clearing and grubbing.

Grading operation was started May 28th, 1952, using D-8 cats and scrapers and four DW-20's. The excavation was mostly dirt with the exception of cuts at Station 1502 to Station 1519 and Station 1532 to Station 1540 which ran about 40% solid rock, which required drilling and shooting. The solid was loaded with shovel and hauled in 6 cu. yd. trucks. Some of the dirt cuts after being opened up proved to be too wet and had to dry out before they could be finished. This item shows a loss.

Cinder base was hauled from cinder pit located 1.0 mile east of M.P. 186.95 on the The Dalles-California Highway. Two D-8 cats and dozers were used in pushing cinders to a 54" Belt Euclid Loader. Then they were hauled in company-owned and rented DW-20's built up to haul 40 cu. yds. The cinders were handled on the road with D-8 cat and dozer and #12 cat blade. Having a low bid price on pit run cinders with an averago haul of 6½ miles, this item shows a loss.

Warren Northwest Co., Inc., subcontractors on all crushed materials and Class "B" asphaltic concrete, moved a 3-crusher plant into the gravel pit located on the westerly side of and adjacent to the The Dalles-California Highway at M.P. 184.67. All plant mix materials were run out on belt conveyors and handled on stockpile with D-7 cat and dozer. The gravel in this pit was very fine, requiring very little crushing. High production was made on all crushed materials.

After all crushed materials were produced from the gravel deposit, the plant was moved into the cinder pit, where all crushed cinders were produced. Having soft cinders, high production was realized on all crushed cinders.

On June 5th, 1952, the subcontractor started moving in a 3,000-lb. hot plant adjacent to the stockpile at the gravel pit. Having two jobs (Forest Bdry.-Gilchrist and Gilchrist-Willamette Jct.), all paving was completed from one plant setup. Having only one plant setup, with low cost aggregate, asphaltic concrete shows a nice profit.

The contractor suffered a loss on excavation and cinders in subbase due to low bid prices, but made an excellent profit on clearing and sale of

Remarks (Cont'd):

merchantable timber, which resulted in a small profit on the portion of the contract done by the prime contractor. The subcontractor made excellent production on crushing and asphaltic concrete, with low costs and a good profit.

E. H. Clymer
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
AUG [illegible] 1953
FOR FILING

K.F - [illegible]
K.F - [illegible]

August 27, 1953

Mr. Paul W. Haviland
Attorney at Law
Goldy Building
Medford, Oregon

See contract
36[illegible]

Dear Mr. Haviland:

This is in reply to your letter of August 25th concerning the operations of State Highway contractors on The Dalles-California Highway north of Gilchrist.

State Highway Contract No. 3609 was awarded to Warren Northwest, Inc., P.O.Box 5072, Portland, Oregon, for grading and paving the Forest Boundary-Gilchrist Unit in Klamath County. This Contract lies north of Gilchrist and the R. A. Heintz Construction Company, 211 NE Columbia Blvd., Portland 11, Oregon, operated as sub-contractor under Warren Northwest. This Contract was completed November 6, 1952 and accepted by the Highway Commission on June 25, 1953.

State Highway Contract No. 3606 was awarded to R. A. Heintz Construction Company for grading and paving the Gilchrist-Willamette Junction Unit, which lies south of Gilchrist. Warren Northwest, Inc., acted as sub-contractors on this job, which was completed November 6, 1952 and accepted by the Commission on November 24, 1952.

In all State Highway Contracts, the State holds the principal contractor responsible for the operations of the Contract and the principal contractor is held responsible for the operations of the sub-contractor. These Contracts, of course, were under the direct supervision of the State Highway Department.

As to the nature of the arrangements between Heintz Construction Company and Warren Northwest, Inc., we cannot advise as the State is not particularly concerned in the operations of the sub-contractor, but as stated before, looks to the principal contractor for satisfactory performance on the job.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

FQ:dc

Secretary

PAUL W. HAVILAND
ATTORNEY AT LAW
GOLDY BUILDING
MEDFORD, OREGON

August 25, 1953

State Highway Engineers
State Highway Commission
Salem, Oregon

Gentlemen:

3609

Please be advised that I represent Mrs. Lucille Pearson and Mrs. Mary D. Brown who were injured in an automobile-truck accident that occurred on September 12, 1952 approximately two and a half miles north of Gilcrist, Oregon.

The truck that struck the vehicle in which these ladies were riding was being used on the construction job under your direction by the Heintz Construction Company.

I would appreciate your furnishing me with the true name and address of the Heintz Construction Company and informing me as to whether or not this company is a corporation and, if not, whether there is anyone other than Robert Heintz who has an interest therein.

3606

It is my understanding that the Heintz Construction Company was the successful bidder for the construction of an eight mile stretch of highway on Highway 97 near Gilcrist, Oregon, and that the Warren Northwest Construction Company was the successful bidder for another eight mile stretch of highway construction on this same highway, and that after the bids were awarded these companies that they then operated the job as a single unit under your direction.

I would appreciate full information as to the job in question and as to whether or not it was under the direct supervision of the State Highway Commission and what was the arrangement between the Warren Northwest Construction Company and the Heintz Construction Company with respect to the matter of construction of this job.

I am principally interested in this respect as to whether or not your Department required that they each serve as sub-contractors for the other on the portion of the job that they worked on on which they were not the prime contractors.

Your cooperation in furnishing this information will be appreciated.

Very truly yours,

Paul H. Hoyland

PHH:s

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 26, 1953

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)
BF-120(2) BF-121(1) 3606	11-final	R. A. HEINTZ CONSTRUCTION CO.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12016	R-69746	$ 21,267.09	6/26/53

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

A. A. Wicklander
ACCOUNTING DIVISION

Specified Completion Date: Sep. 30, 1952

Time Extensions: to June 30, 1953 without penalty

Completion Date: Nov. 6, 1952

Date Accepted: Nov. 24, 1952

Penalties: None of record

Claims: None outstanding of record

Remarks:

Date: 6-30-53

To the Accounting Division:

Release of the above warrant is hereby authorized.

H. B. Glaisyer
Secretary

Warrant Mailed:

A. A. Wicklander

NOTED ON CARD
6-30-53

RECEIVED
FOR FILING

June [illegible], 1953

United Pacific Insurance Company
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway contract No. 3606 for work performed on The Dalles-California Highway in Klamath County was completed by the contractor, R. A. Heintz Construction Co. on November 6, 1952 and accepted by the Commission on November 24, 1952.

Revised final payment in the amount of $21,267.09 will be released to the contractor or or after June 20, 1953. The total contract amount is $674,159.71, of which amount $1,784.10 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Acting Secretary

rm

cc - United Pacific Insurance Company
Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

6-11-53
rm

RECEIVED
MAY 6 1953
FOR FILING

PF-[illegible]
PF-126(a)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 4, 1953

NOTED
W. C. WILLIAMS

~~R. A. Heintz Construction Company~~
~~8101 N.E. Union Avenue~~
~~Portland 11, Oregon~~

Attention: E. H. Twietmeyer

Gentlemen:

We are returning herewith your signed release on contract 3606, inasmuch as we can not accept a qualified release.

We have been informed by the Construction Division that Mr. H. G. Smith, Construction Engineer, will contact Mr. Heintz in the near future regarding your claim for culvert pipe in the amount of $1,211.61.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C.H. Maison
C. H. Maison, Manager
Accounting Division

CHM:cg

cc: W. C. Williams ✓
H. G. Smith
S. H. Probert

RECEIVED
APR 10 1953
FOR FILING

April 10, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

State Highway Contract No. 3606 for work performed on the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County was completed by the contractor, H. A. Heints Construction Co., on November 6, 1952 and was formally accepted by the Highway Commission on November 24, 1952.

Final payment in the amount of $20,192.56 will be released to the contractor on or after April 20, 1953. The total contract amount is $673,085.18, of which amount $709.57 represents force account items.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project. Please acknowledge receipt of this letter.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Acting Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

NOTED ON CARD

4-11-53

RECEIVED
FEB 16 1953
FOR FILING

February 13, 1953

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Jeannine Scharich

Gentlemen:

State Highway Contract No. 3606, awarded to R. A. Heintz Construction Company for grading and paving the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County, was completed November 6, 1952, and accepted by the Highway Commission November 24, 1952. However, inquiry today discloses that the final contract amount has not yet been computed. The semi-final estimate, which may be more or less than the final, shows a total of $673,085.18.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:md

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

February 6, 1953

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 159978 - R. A. Heintz Construction Co.
Contract No. 3606

Dear Sir:

Thank you for your letter regarding the above contractor in which you state the claim had been fully satisfied.

Now that the contract for grading and paving the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction of the Dalles-California Highway has been completed we would appreciate your advising us what the total contract price is so that we may complete our records.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Jeannine Scharich
Jeannine Scharich
Fidelity & Surety Dept.

js

RECEIVED
FEB 9 1953
OREGON
STATE HIGHWAY COMMISSION

[illegible] 13,015.18

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
FEB 1953
FOR FILING

RF-11 [illegible]
[illegible]
[illegible]

February 11, 1953

United Pacific Insurance Co.
Fidelity & Surety Department
Seattle 14, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. A. Heintz Construction Co. in connection with contract No. 3606, covering the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section on the The Dalles-California Highway in Klamath County.

This payment, in the amount of $7,265.02, will be released on or after February 21, 1953. The retained percentage is $20,192.56.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
2-11-53 JK

RECEIVED
[illegible] 53
FOR FILING

Lewis

CF-120(2)
CF-120(1)
2[illegible]

February 4, 1953

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

ATTENTION: Howard T. Coleman, Manager
Fidelity and Surety Department

Dear Sir:

This is to acknowledge your letter of January 29, 1953, to which was attached a copy of the Klamath County Circuit Court Order advising that the claim of Paul Williams against the R. A. Heintz Construction Company has been fully satisfied.

This claim in our records was in the sum of $1,911.54 and was incurred on State Highway Contract #3606 for grading and paving the Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction of the Dalles-California Highway in Klamath County.

We appreciate very much your advising us on this matter.

Very truly yours,

Secretary

FAQ:dc
cc: Home office

NOTED ON CARD

UNITED PACIFIC

Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

January 29, 1953

3606

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond #159978 Heintz Construction Company, Grading and Paving Gilchrsit-Willamette Junction Unit of Lapine-Diamond Lake Junction Section, The Dalles-California Highway

Dear Mr. Glaisyer:

Thank you for returning our contract status report of January 13 showing that this job was 100% completed and accepted on November 24, 1952.

Under item 10-Remarks, it is noted that you state "You have been advised previously re claims filed". Apparently this refers to the claim of Paul Williams in the approximately amount of $1,900. This claim was settled in the circuit court for the County of Klamath on October 27, 1952 and we are attaching a copy of the court order for your records. We hope this will satisfy you with reference to that item, but if there is any further information which you need, please so advise.

Very truly yours

H. T. Coleman

HTC:lg
Enc.

Howard T. Coleman, Manager
Fidelity and Surety Department

RECEIVED

REFERRED TO [illegible]
BY SECRETARY

[illegible]

1-22-53

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING

PORTLAND 4, OREGON

January 29, 1953

3606

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond #159978 Heintz Construction Company, Grading and Paving Gilchrsit-Willamette Junction Unit of Lapine-Diamond Lake Junction Section, The Dalles-California Highway

Dear Mr. Glaisyer:

Thank you for returning our contract status report of January 13 showing that this job was 100% completed and accepted on November 24, 1952.

Under item 10-Remarks, it is noted that you state "You have been advised previously re claims filed". Apparently this refers to the claim of Paul Williams in the approximately amount of $1,900. This claim was settled in the circuit court for the County of Klamath on October 27, 1952 and we are attaching a copy of the court order for your records. We hope this will satisfy you with reference to that item, but if there is any further information which you need, please so advise.

Very truly yours

H. T. Coleman

HTC:lg
Enc.

Howard T. Coleman, Manager
Fidelity and Surety Department

RECEIVED

REFERRED TO [illegible] BY SECRETARY

[illegible]

1-22-53

W. C. Williams

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

STATE OF OREGON, ex rel
PAUL WILLIAMS,
Plaintiff,

vs.

R. A. HEINTZ CONSTRUCTION,
an Oregon Corporation, and
UNITED PACIFIC INSURANCE COMPANY,
a Washington Corporation,
Defendants.

ORDER

NOTED
W. C. WILLIAMS

This matter coming on regularly based upon the Motion of the Plaintiff herein and it appearing to the Court that no Answer or Counter-claim has been filed, and that said claim has been fully satisfied,

NOW THEREFORE, IT IS HEREBY ORDERED that the above entitled action be and the same is hereby dismissed with prejudice/

DATED THIS 27th day of October 1952

s/ DAVID R. VANDENBERG
Circuit Judge

Certified a true copy
Owen M. Panner
Attorney for Plaintiff

Walldack,

State Highway Engineer

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

STATE OF OREGON, ex rel
PAUL WILLIAMS,
Plaintiff,

vs.

R. A. HEINTZ CONSTRUCTION,
an Oregon Corporation, and
UNITED PACIFIC INSURANCE COMPANY,
a Washington Corporation,
Defendants.

ORDER

This matter coming on regularly based upon the Motion of the Plaintiff herein and it appearing to the Court that no Answer or Counter-claim has been filed, and that said claim has been fully satisfied,

NOW THEREFORE, IT IS HEREBY ORDERED that the above entitled action be and the same is hereby dismissed with prejudice/

DATED THIS 27th day of October 1952

s/ DAVID R. VANDENBERG
Circuit Judge

Certified a true copy
Owen M. Panner
Attorney for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

STATE OF OREGON, ex rel
PAUL WILLIAMS,
Plaintiff,

vs.

R. A. HEINTZ CONSTRUCTION,
an Oregon Corporation, and
UNITED PACIFIC INSURANCE COMPANY,
a Washington Corporation,
Defendants.

ORDER

This matter coming on regularly based upon the Motion of the Plaintiff herein and it appearing to the Court that no Answer or Counter-claim has been filed, and that said claim has been fully satisfied,

NOW THEREFORE, IT IS HEREBY ORDERED that the above entitled action be and the same is hereby dismissed with prejudice/

DATED THIS 27th day of October 1952

S/ DAVID R. VANDENBERG
Circuit Judge

Certified a true copy
Owen M. Panner
Attorney for Plaintiff

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 30, 1953, 19

Section	Gilchrist Willamette Jct. Unit	Kind of work	Grading & Paving
Highway	The Dalles - California	Section prefix	18-1050
Contractor	R.A.Heintz	Contract number	3606
Date of contract	Dec. 7, 1951, 19	Date of completion	Sept. 30, 1952, 19
Date work started	Oct. 29, 1951, 19	Estimated date of completion	Nov. 6, 1952, 19
Amount of contract	$ 689,468.50	Per cent of time elapsed	127 %

Estimated cost of completed project, exclusive of engineering . . . . $ 674,016.94

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date $ 39,500.00, 72 % Date project was completed Nov. 6, 1952, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-Final on this project was submitted to the Division office as of Tuesday.

All work is done that can be accomplished until the snow goes away. Third order levels on some Benches remains to be done.

This will be the final report on this project.

NOTED
FORREST COOPER

RECEIVED
FEB 2 1953
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
B. A. MARTIN

Signed

Address 1290 Wall Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	12.40	11.39		11.39	12.44
Miles partially completed					
Miles completed	12.40	11.39		11.39	12.44
Total estimated quantities	411,947.8	135,636		200.02 T 1546 cy	32,904.16
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	~~Fair~~ Snow		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	"		
Friday	Cloudy		
Saturday			

STATE PRINTING

3 6-6 739

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Bond Issue Project No. BF-120(2)

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1951, a program, which was approved on the 28th day of August, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of one hundred forty-eight thousand and 00/100 dollars ($148,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

GPO 16—11379-3

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Proceeds of Bonds authorized by Chapter 491, Oregon Laws 1951, viz.: (Include date and citation of act of legislature by which authorized)

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1407+70 in the NW 1/4, Section 9, T. 24 S., R. 9 E., W.M., and survey station 1620+35 in the SW 1/4, Section 30, T. 24 S., R. 9 E., W.M., except station 1492+44.09 to station 1493+44.09, length 3.928 miles, in Klamath County, being Oregon Federal Aid / Bond Issue project No. BF-120(2), consisting of 3.928 miles of roadway and no bridges, of more than 20 feet clear span,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one hundred forty-eight thousand and 00/100** dollars ($**148,000.00**), which does not exceed the authorized Federal pro rata share of **two hundred forty-three thousand, four hundred seventy-three and 17/100** dollars ($**243,473.17**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 529, Laws 1939.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By W H Lynch
Division Engineer,
Public Roads Administration.

RECEIVED
1952 ★

RECEIVED
1952
DISTRICT ★

RECEIVED
JAN 7
OREGON ★

Oregon State Highway Department

Federal Aid Project
No. BF-120 (2)

GILCHRIST-CRESCENT SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1952

Type Code 6201
2-Lane Roadway (Sta. 1407+70 to 1604+00)

All Required		Clearing and Grubbing (30%)	$	$ 9,000.00
120	cu. yds.	Structural Excavation, Unclassified	2.50	300.00
90	cu. yds.	Trench Excavation, Unclassified	2.50	225.00
14,000	cu. yds.	Special Borrow Excavation, Unclassified	0.35	4,900.00
91,500	cu. yds.	General Excavation, Unclassified	0.29	26,535.00
340,100	yd. sta.	Short Overhaul	0.01	3,401.00
12,700	C-yd. sta.	Long Overhaul	0.40	5,080.00
3.62	miles	Finishing Roadbed and Slopes	500.00	1,810.00
4,600	lin. ft.	Rounding Cutbanks	0.15	690.00
130	lin. ft.	12" Concrete Pipe	2.40	312.00
500	lin. ft.	18" Concrete Pipe	4.00	2,000.00
90	lin. ft.	18" Corrugated Metal Pipe	4.00	360.00
18	lin. ft.	58" Arch Type Corrugated Metal Pipe	17.25	310.50
340	lin. ft.	Salvaging Culvert Pipe	2.00	680.00
24,700	cu. yds.	Cinders in Subbase	0.65	16,055.00
11,700	cu. yds.	1½"-0 Crushed Cinders in Base	1.60	18,720.00
5,700	cu. yds.	3/4"-0 Crushed Material in Base	2.00	11,400.00
2,450	cu. yds.	3/4"-0 Crushed Material in Shoulders	2.50	6,125.00
1,500	M-gals.	Sprinkling	2.50	3,750.00
3.62	miles	Preparation of Base	225.00	814.50
510	cu. yds.	3/4"-0 Material in Binder Course	3.75	1,912.50
80	tons	Furnish and Placing RC-3 Asphalt in Binder Course	48.00	3,840.00
9,800	tons	Class "B" Asphaltic Concrete	5.75	56,350.00
44	tons	RS-1 Emulsified Asphalt in Seal Coat	48.00	2,112.00
260	cu. yds.	Aggregate in Seal Coat	5.00	1,300.00
		Subtotal		$177,982.50
		10% Engr. & Cont.		17,798.25
		Total		$195,780.75

Length of Roadway	3.618 miles
Length of Overcrossing Structure(Exception)	0.019 mile
Total Length	3.637 miles
Cost per mile, Roadway	$54,112.97

Type Code 6201
4-Lane Roadway (Sta. 1604+00 to 1620+35)

All Required		Clearing and Grubbing (02%)	$	$ 600.00
310	cu. yds.	Structural Excavation, Unclassified	2.50	775.00
7,300	cu. yds.	General Excavation, Unclassified	0.29	2,117.00
26,000	yd. sta.	Short Overhaul	0.01	260.00
6,200	C-yd. sta.	Long Overhaul	0.40	2,480.00
0.31	mile	Finishing Roadbed and Slopes	500.00	155.00
190	lin. ft.	8" Sewer Pipe	1.25	237.50
1,790	lin. ft.	12" Sewer Pipe	2.00	3,580.00
6	only	Concrete Catch Basins	70.00	420.00
2	only	Type "B" Manhole	200.00	400.00
150	cu. yds.	Concrete Curbs	64.00	9,600.00
2,700	cu. yds.	Cinders in Subbase	0.65	1,755.00
1,800	cu. yds.	1½"-0 Crushed Cinders in Base	1.60	2,880.00
900	cu. yds.	3/4"-0 Crushed Material in Base	2.00	1,800.00
25	cu. yds.	3/4"-0 Crushed Material in Shoulders	2.50	62.50
200	M-gals.	Sprinkling	2.50	500.00
0.31	mile	Preparation of Base	225.00	69.75
110	cu. yds.	3/4"-0 Material in Binder Course	3.75	412.50
20	tons	Furnishing and Placing MC-3 Asphalt in Binder Course	48.00	960.00
2,350.	tons	Class "B" Asphaltic Concrete	5.75	13,512.50
10	tons	RS-1 Emulsified Asphalt in Seal Coat	48.00	480.00
60	cu. yds.	Aggregate in Seal Coat	5.00	300.00
		Subtotal		$43,356.75
		10% Engr. & Cont.		4,335.67
		Total		$47,692.42

Length of Roadway	0.310 mile
Cost per Mile	$153,846.45

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$195,780.75	$119,009.00	$76,771.75
4-Lane Roadway	47,692.42	28,991.00	18,701.42
	$243,473.17	$148,000.00	$95,473.17

State Funds for Const.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.
State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department Federal Aid Project No. SF-120 (2)

[illegible]-[illegible] SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 25, 1951

Type Code 6201
2-Lane Roadway (Sta. 1437+75 to 1604+00)

All Required		Clearing and Grubbing (30 A.)		$ 9,000.00
120	cu. yds.	Structural Excavation, Unclassified	$ 2.50	300.00
90	cu. yds.	Trench Excavation, Unclassified	2.50	225.00
14,000	cu. yds.	Special Borrow Excavation, Unclassified	0.40	5,600.00
91,500	cu. yds.	General Excavation, Unclassified	0.30	27,450.00
340,100	yd. stas.	Short Overhaul	0.015	5,101.50
12,700	C-yd. stas.	Long Overhaul	0.50	6,350.00
3.62	miles	Finishing Roadbed and Slopes	300.00	1,086.00
4,600	lin. ft.	Rounding Cutbanks	0.15	690.00
130	lin. ft.	12-inch Concrete Pipe	2.50	325.00
500	lin. ft.	18-inch Concrete Pipe	4.00	2,000.00
90	lin. ft.	18-inch Corrugated Metal Pipe	5.00	450.00
18	lin. ft.	58-inch Arch Type Corrugated Metal Pipe	25.00	450.00
340	lin. ft.	Salvaging Culvert Pipe	2.00	680.00
24,700	cu. yds.	Cinders in Subbase	0.90	22,230.00
11,700	cu. yds.	1½" - 0 Crushed Cinders in Base	1.75	20,475.00
5,700	cu. yds.	3/4" - 0 Crushed Material in Base	2.25	12,825.00
2,450	cu. yds.	3/4" - 0 Crushed Material in Shoulders	1.75	4,287.50
1,500	M-gal.	Sprinkling	2.50	3,750.00
3.62	miles	Preparation of Base	200.00	724.00
510	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,785.00
80	tons	Furnishing and Placing [illegible]-3 Asphalt in Binder Course	43.00	3,440.00
9,800	tons	Class "B" Asphaltic Concrete	6.25	61,250.00
44	tons	[illegible]-1 Emulsified Asphalt in Seal Coat	45.00	1,980.00
260	cu. yds.	Aggregate in Seal Coat	4.50	1,170.00
			Subtotal	$193,624.00
			10% Engr. & Cont.	19,362.40
			Total	$212,986.40

Length of Roadway- - - - - - - - - - - - - - - - 3.618 miles
Length of Overcrossing Structure (Exception) .019 mile
Total Length - - - - - - - - - - - - - - - - - - 3.637 miles
Cost per mile, Roadway - - - - - - - - - - - - - $58,868.54

Type Code 6201
4-Lane Roadway (Sta. 1604+00 to 1620+37)

All Required		Clearing and Grubbing (LS)		
310	cu. yds.	Structural Excavation, Unclassified		$ 600.00
7,300	cu. yds.	General Excavation, Unclassified	$ 2.50	775.00
26,000	yd. stas.	Short Overhaul	0.30	2,190.00
6,200	C-yd. stas.	Long Overhaul	0.015	390.00
0.31	mile	Finishing Roadbed and Slopes	0.50	3,100.00
190	lin. ft.	8-inch Sewer Pipe	300.00	93.00
1,790	lin. ft.	12-inch Sewer Pipe	1.25	237.50
6	only	Concrete Catch Basins	2.00	3,580.00
2	only	Type "B" Manhole	75.00	450.00
150	cu. yds.	Concrete Curbs	200.00	400.00
2,700	cu. yds.	Cinders in Subbase	55.00	8,250.00
1,800	cu. yds.	1¼" - 0 Crushed Cinders in Base	0.90	2,430.00
900	cu. yds.	3/4" - 0 Crushed Material in Base	1.75	3,150.00
25	cu. yds.	3/4" - 0 Crushed Material in Shoulders	2.25	2,025.00
200	M-gal.	Sprinkling	1.75	43.75
0.31	mile	Preparation of Base	2.50	500.00
110	cu. yds.	3/4" - 0 Material in Binder Course	200.00	62.00
20	tons	Furnishing and Placing SC-3 Asphalt in Binder Course	3.50	385.00
2,350	tons	Class "B" Asphaltic Concrete	43.00	860.00
10	tons	SS-1 Emulsified Asphalt in Seal Coat	6.25	14,687.50
60	cu. yds.	Aggregate in Seal Coat	45.00	450.00
			4.50	270.00
		Subtotal		$ 44,922.75
		10% Engr. & Cont.		4,492.87
		Total		$ 49,421.62

Length of Roadway 0.310 mile
Cost per mile $159,424.58

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
2-Lane Roadway	$212,986.40	$120,126.00	$ 92,860.40
4-Lane Roadway	49,421.62	27,874.00	21,547.62
	$262,408.02	$148,000.00	$114,408.02

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-120(2), Gilchrist-Crescent Section of The Dalles-California Highway, have today been recommended for approval subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Authority to advertise for bids is not to be construed as assurance that critical materials required in the construction of this project can be secured with or without priority.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
C. G. POLK
Acting District Engineer

RECEIVED
OCT 2 1951
OREGON
STATE HIGHWAY COMMISSION

Form PR 2 (Revised 1946)

State Oregon

Federal Aid Bond Issue

Project No. BF-126(2)

PUBLIC ROADS ADMINISTRATION

FEDERAL WORKS AGENCY

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of January, 1953, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Public Roads Administration, Federal Works Agency, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of August, 1951, a program, which was approved on the 28th day of August, 1951, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the Act, has furnished surveys, plans, specifications, and/or estimates for said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of September, 1951; and

Whereas the Division Engineer of the Public Roads Administration has approved said surveys, plans, specifications, and/or estimates, and the sum of two hundred ninety-seven thousand and 00/100 dollars ($297,000.00) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State **Proceeds of Bonds authorized by ~~Chapter 548, Oregon Laws 1949,~~ ~~as amended by~~ Chapter 491, Oregon Laws 1951, viz.:** (Include date and citation of act of legislature by which authorized)

~~(b) By other sources~~

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	$15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	$10,000,000	Feb. 1, 1953	Feb. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between **survey station 1620+35.0 in the SW 1/4, Section 30, T. 24 S., R. 9 E., W.M., and survey station 218+00 in the SE 1/4, Section 3, T. 26 S., R. 8 E., W.M., without exception,**

, length **8.516** miles, in **Klamath** County,

being **Oregon Federal Aid / Bond Issue** project No. **BF-126(2)**, consisting of **8.516** miles of

roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Public Roads Administration and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Public Roads Administration.

(b) Whenever in this contract or in any document made a part thereof the terms "Public Roads Administration", "Federal Works Agency", "Federal Works Administrator" "General Services Administration", or "Administrator of General Services" appear, they shall include or have reference to "Bureau of Public Roads" or the "Department of Commerce" or the "Secretary of Commerce", as the context requires, to conform to the President's Reorganization Plan No. 7 of 1949.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **two hundred ninety-seven thousand and 00/100** dollars ($**297,000.00**), which does not exceed the authorized Federal pro rata share of **four hundred seventy-nine thousand, three hundred thirty-four and 07/100** dollars ($**479,334.07**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or immediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual maturities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. If in any year no Federal funds apportioned to the State shall be unobligated and available from which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 529, Laws 1939.**

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

[illegible] FOR APPROVAL:

HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Public Roads Administration.

RECEIVED
JAN
OREGON

Oregon State Highway Department

Federal Aid Project
No. F-126 (2)

CRESCENT-WILLAMETTE JUNCTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 18, 1952

Type Code 6201
4-Lane Roadway (Sta. 1620+35 to 1629+00)

All Required		Clearing and Grubbing (01%)		$ 300.00
170	cu. yds.	Structural Excavation, Unclassified	$ 2.50	425.00
2,100	cu. yds.	General Excavation, Unclassified	0.29	609.00
13,000	yd. stas.	Short Overhaul	0.01	130.00
3,500	C-yd. stas.	Long Overhaul	0.40	1,400.00
0.16	mile	Finishing Roadbed and Slopes	500.00	80.00
70	lin. ft.	8" Sewer Pipe	1.25	87.50
860	lin. ft.	12" Sewer Pipe	2.00	1,720.00
2	only	Concrete Catch Basins	70.00	140.00
1	only	Type "B" Manholes	200.00	200.00
70	cu. yds.	Concrete Curbs	64.00	4,480.00
1,400	cu. yds.	Cinders in Subbase	0.65	910.00
900	cu. yds.	1½" - 0 Crushed Cinders in Base	1.60	1,440.00
500	cu. yds.	3/4" - 0 Crushed Material in Base	2.00	1,000.00
25	cu. yds.	3/4" - 0 Crushed Material in Shoulders	2.50	62.50
100	M-gals.	Sprinkling	2.50	250.00
0.16	mile	Preparation of Base	225.00	36.00
60	cu. yds.	3/4" - 0 Material in Binder Course	3.75	225.00
10	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	48.00	480.00
1,200	tons	Class "B" Asphaltic Concrete	5.75	6,900.00
6	tons	RS-1 Emulsified Asphalt in Seal Coat	48.00	288.00
40	cu. yds.	Aggregates in Seal Coat	5.00	200.00
		Subtotal		$ 21,363.00
		10% Engr. & Cont.		2,136.30
		Total		$ 23,499.30

Length of Roadway 0.164 mile
Cost per Mile $143,288.41

Type Code 6201
2-Lane Roadway (Sta. 1629+00 to 1629+92.10 = 9+60.92 to 292+07.03 = 60+42.03 to 218+00)

All Required		Clearing and Grubbing (60%)		$ 18,000.00
330	cu. yds.	Structural Excavation, Unclassified	$ 2.50	825.00
160	cu. yds.	Trench Excavation, Unclassified	2.50	400.00

291,800	cu. yds.	General Excavation, Unclassified	$ 0.29	$ 84,622.00
996,500	yd. stas.	Short Overhaul	0.01	9,965.00
33,600	C-yd. stas.	Long Overhaul	0.40	13,440.00
7.50	miles	Finishing Roadbed and Slopes	500.00	3,750.00
15,400	lin. ft.	Rounding Outbanks	0.15	2,310.00
530	lin. ft.	12" Concrete Pipe	2.40	1,272.00
1,170	lin. ft.	18" Concrete Pipe	4.00	4,680.00
110	lin. ft.	24" Concrete Pipe	5.75	632.50
160	lin. ft.	36" Extra Strength Concrete Pipe	11.00	1,760.00
360	lin. ft.	Salvaging Culvert Pipe	2.00	720.00
51,200	cu. yds.	Cinders in Subbase	0.65	33,280.00
24,400	cu. yds.	1½" - 0 Crushed Cinders in Base	1.60	39,040.00
11,900	cu. yds.	3/4" - 0 Crushed Material in Base	2.00	23,800.00
5,700	cu. yds.	3/4" - 0 Crushed Material in Shoulders	2.50	14,250.00
3,100	M-gals.	Sprinkling	2.50	7,750.00
8.35	miles	Preparation of Base	225.00	1,878.75
1,170	cu. yds.	3/4" - 0 Material in Binder Course	3.75	4,387.50
190	tons	Furnishing and Placing RC-3 Asphalt in Binder Course	48.00	9,120.00
22,750	tons	Class "B" Asphaltic Concrete	5.75	130,812.50
100	tons	[illegible]-1 Emulsified Asphalt in Seal Coat	48.00	4,800.00
580	cu. yds.	Aggregates in Seal Coat	5.00	2,900.00
		Subtotal		$414,395.25
		10% Engr. & Cont.		41,439.52
		Total		$455,834.77

Length of Roadway 8.352 miles
Cost per Mile $54,577.91

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$ 23,499.30	$ 14,560.00	$ 8,939.30
2-Lane Roadway	455,834.77	282,440.00	173,394.77
	$479,334.07	$297,000.00	$182,334.07

State Funds for Constr.: Chap. 175, laws 1917; chap. 31, laws 1920; chap. 529, laws 1939; chap. 491, laws 1951.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid Project
No. EF-126 (2)

CHEMULT-WILLAMETTE JUNCTION OF THE
DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 25, 1951

Type Code 6201
4-Lane Roadway (Sta. 1620+35 to 1629+00)

All Required		Clearing and Grubbing (L.S.)		$ 300.00
170	cu. yds.	Structural Excavation, Unclassified	$ 2.50	425.00
2,100	cu. yds.	General Excavation, Unclassified	.30	630.00
13,000	yd. stas.	Short Overhaul	.015	195.00
3,500	M-yd. stas.	Long Overhaul	.50	1,750.00
0.16	mile	Finishing Roadbed & Slopes	300.00	48.00
70	lin. ft.	8" Sewer Pipe	1.25	87.50
860	lin. ft.	12" Sewer Pipe	2.00	1,720.00
2	only	Concrete Catch Basins	75.00	150.00
1	only	Type "B" Manholes	200.00	200.00
70	cu. yds.	Concrete Curbs	55.00	3,850.00
1,800	cu. yds.	Cinders in Subbase	.70	1,260.00
900	cu. yds.	1½" - 0 Crushed Cinders in Base	1.75	1,575.00
500	cu. yds.	3/4" - 0 Crushed Material in Base	2.25	1,125.00
25	cu. yds.	3/4" - 0 Crushed Material in Shoulders	1.75	43.75
100	M-gals.	Sprinkling	2.50	250.00
0.16	mile	Preparation of Base	200.00	32.00
60	cu. yds.	3/4" - 0 Material in Binder Course	3.50	210.00
10	tons	Furnishing & Placing RC-3 Asphalt in Binder Course	43.00	430.00
1,200	tons	Class "B" Asphaltic Concrete	6.25	7,500.00
6	tons	RS-1 Emulsified Asphalt in Seal Coat	45.00	270.00
40	cu. yds.	Aggregates in Seal Coat	4.50	180.00
			Subtotal	$22,231.25
			10% Engr. & Cont.	2,223.12
			Total	$24,454.37

Length of Roadway	0.164 mile
Cost per mile	$149,112.01

Type Code 6201
2-Lane Roadway (Sta. 1629+00 to 1629+78.10 = 9+60.92 to 292+07.03 = 60+48.03 to 218+00)

All Required		Clearing and Grubbing (60%)		$ 18,000.00
330	cu. yds.	Structural Excavation, Unclassified	$ 2.50	825.00
160	cu. yds.	Trench Excavation, Unclassified	2.50	400.00
291,800	cu. yds.	General Excavation, Unclassified	.30	87,540.00
996,500	yd. stas.	Short Overhaul	.015	14,947.50
33,600	M-yd. stas.	Long Overhaul	.50	16,800.00
7.50	miles	Finishing Roadbed & Slopes	300.00	2,250.00
15,400	lin. ft.	Rounding Cutbanks	.15	2,310.00
530	lin. ft.	12" Concrete Pipe	2.50	1,325.00
1,170	lin. ft.	18" Concrete Pipe	4.00	4,680.00
110	lin. ft.	24" Concrete Pipe	6.00	660.00
160	lin. ft.	36" Extra Strength Concrete Pipe	12.00	1,920.00
360	lin. ft.	Salvaging Culvert Pipe	2.00	720.00
51,200	cu. yds.	Cinders in Subbase	.90	46,080.00
24,400	cu. yds.	1½" - 0 Crushed Cinders in Base	1.75	42,700.00
11,900	cu. yds.	3/4" - 0 Crushed Material in Base	2.25	26,775.00
5,700	cu. yds.	3/4" - 0 Crushed Material in Shoulders	1.75	9,975.00
3,100	M-gals.	Sprinkling	2.50	7,750.00
8.35	miles	Preparation of Base	200.00	1,670.00
1,170	cu. yds.	3/4" - 0 Material in Binder Course	3.50	4,095.00
190	tons	Furnishing & Placing MC-3 Asphalt in Binder Course	43.00	8,170.00
22,750	tons	Class "B" Asphaltic Concrete	6.25	142,187.50
100	tons	SS-1 Emulsified Asphalt in Seal Coat	45.00	4,500.00
580	cu. yds.	Aggregates in Seal Coat	4.50	2,610.00
			Subtotal	$448,890.00
			10% Engr. & Cont.	44,889.00
			Total	$493,779.00

Length of Roadway 8.352 miles
Cost per mile $59,121.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
4-Lane Roadway	$ 24,454.37	$ 15,147.00	$ 9,307.37
2-Lane Roadway	493,779.00	305,853.00	187,926.00
	$518,233.37	$321,000.00	$197,233.37

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

September 27, 1951

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project BF-126(2), Crescent-Willamette Junction Section of The Dalles-California Highway, have today been recommended for approval, subject to such changes as may be required by the Division Engineer. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification all rights of way or rights of entry have been acquired.

Very truly yours,

CGPolk
C. G. POLK
Acting District Engineer

RECEIVED
OCT 2 1951
OREGON
STATE HIGHWAY COMMISSION

General Files

ARTMEN

Billing

on)

Prefix 18-1050
Contract No. 3606

lo. (assigned by staff er or head of division) O.E. 5625

December 23, 1952

rder No. (if any)

nt Order No. (if any) (Number of "Order to Render Service")

ice, location, etc. Also refer to agreements, letters and

Gilchrist overcrossing at M.P. 186.9 on The Dalles-California Highway in Klamath County, including the grading of a section of haul road. - - - Authorized by P.U.C. Order No. 28254 dated October 5, 1951 and Supplemental P.U.C. Order 28448 dated October 15, 1951. Work done as part of State Contract No. 3606 which was completed November 6, 1952.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Construction of Gilchrist Overcrossing		$29,622.59
		(See attached sheet for detail)		

Has payer made payment for this service? No

If so, what is amount of payment? $- -

Has payer made a deposit with the department to guarantee payment? No

If so, what is amount of deposit? $- -

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests $- -

Also give number of last previous request - -

Credit distribution:

18-1050-299 = $29,622.59 Co-op

Submitted by:

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

REGON STATE HIGHWAY DEPARTMEN

Request for Outside Billing

(Or Advice of Cash Transaction)

Prefix 18-1050
Contract No. 3606

Address invoice to:

Gilchrist Timber Company
Gilchrist, Oregon

Attention of

Request No. (assigned by staff engineer or head of division) O.E. 5625

Date December 23, 1952

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Gilchrist overcrossing at M.P. 186.9 on The Dalles-California Highway in Klamath County, including the grading of a section of haul road. - - - Authorized by P.U.C. Order No. 28254 dated October 5, 1951 and Supplemental P.U.C. Order 28448 dated October 15, 1951. Work done as part of State Contract No. 3606 which was completed November 6, 1952.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Construction of Gilchrist Overcrossing		$29,622.59
		(See attached sheet for detail)		

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If so, what is amount of deposit? $ - -

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests $ - -

Also give number of last previous request - -

Credit distribution:

18-1050-299 - $29,622.59 Co-op

Submitted by:

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OE 5625

GILCHRIST OVERCROSSING

THE DALLES-CALIFORNIA HIGHWAY

Roadbed

General Excavation	22,350.7	cu. yds. at	$ 0.29	$ 6,481.70
Short Overhaul	72,406.1	yd. sta. at	0.01	724.06
Long Overhaul	180.1	yd. sta. at	0.40	72.04
Cinders Excavation	1,293.3	cu. yds. at	0.35	452.66
Short Overhaul on Cinders	7,759.8	yd. sta. at	0.01	77.60
Long Overhaul on Cinders	528.1	yd. sta. at	0.40	211.24
Cinders in Subbase	1,118.0	cu. yds. at	0.65	726.70
	Subtotal for Roadbed			$ 8,746.00

Structure

Excavation for Structure	182.78	cu. yds. at	$ 6.00	$ 1,096.68
Excavation Below Elevation Shown	26.73	cu. yds. at	10.00	267.30
Class "A" Concrete	202.59	cu. yds. at	68.50	13,877.42
Metal Reinforcement	46,537.81	lbs. at	0.12	5,584.54
Cement Adjustment	10.13	bbls. at	5.00	50.65
	Subtotal for Structure			$20,876.59
	Grand Total			$29,622.59

RECEIVED
FOR FILING

UNITED PACIFIC
Insurance Company

HOME OFFICE - TACOMA, WASHINGTON

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

December 5, 1952

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Bond #159978 R. A. Heintz Construction Company, Contract No. 3606
Gilchrist-Willamette Junction Unit

Dear Mr. Glaisyer:

Receipt is acknowledged of your letter of December 3 stating that payment in the amount of $31,742.28 is to be made to this construction firm on or after December 13, 1952, which reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,967.86.

Your letter also refers to a claim made against this project by Paul Williams for tractor work performed in the sum of $1,911.54.

It is our understanding this claim has now been settled and we wish to thank you for your advice regarding payment of part of the retained percentage.

Very truly yours

H. T. Coleman

HTC:lg

Howard T. Coleman, Manager
Fidelity and Surety Department

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
DEC 8 1952
FOR FILING

BF-120(2)
BF-126(2)
3606

December 3, 1952

United Pacific Insurance Co.
Fidelity & Surety Dept.
Seattle 14, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to R. A. Heintz Construction Co. a portion of the funds heretofore retained by the Commission on contract No. 3606, covering the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway in Klamath County.

This payment, in the amount of $31,742.28, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,967.86. The present payment will be released to the contractor on or after December 13,1952.

There is a claim filed against this project by Paul Williams for tractor work performed in the sum of $1,911.54, of which you have been previously notified.

Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mansfield & Co.
302 Lewis Bldg.
Portland 4, Oregon

Portland Branch Office

D

NOTED ON CARD
12-3-52 gl

RECEIVED
NOV 14 1952
FOR FILING

BF-120(2)
BF-126(2)
3606

November 12, 1952

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 6, 1952, on Contract No. 3606, Gilchrist-Willamette Junction Unit, Lapine-Diamond Lake Junction Section, in connection with Federal Aid Project No. BF-120 (2), BF-126 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

DBP:gs

cc: John Cattrall

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NOV [illegible] 1952
FOR FILING

BF-120(2)
BF-126(2)
3606

November 6, 1952

R. A. Heintz Construction Co.
211 N. E. Columbia Blvd.
Portland 11, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on October 20, 1952, had under discussion your request for an extension of time of 270 days, from September 30, 1952 to June 30, 1953, within which to complete your contract No. 3606 covering the Gilchrist-Willamette Junction Unit of the Lapine-Diamond Lake Junction Section of The Dalles-California Highway, Klamath County.

I am pleased to inform you that the Highway Commission granted your request without penalty. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Wm. E. Chandler,
Division Engineer

H. S. Cox,
Resident Engineer

H. G. Smith,
Construction Engineer

NOTED ON CARD

11-6-52

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 3567 Ends with: Contract# 3606

Continued on Reel #61

FLASH CARDS: Begins every Contract

Remarks:

Reel No. ________ Reduction Ratio 21:1 Project No. ________

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 12th day of August, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Ronda R. Lewis